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PACIFIC FISHERMAN

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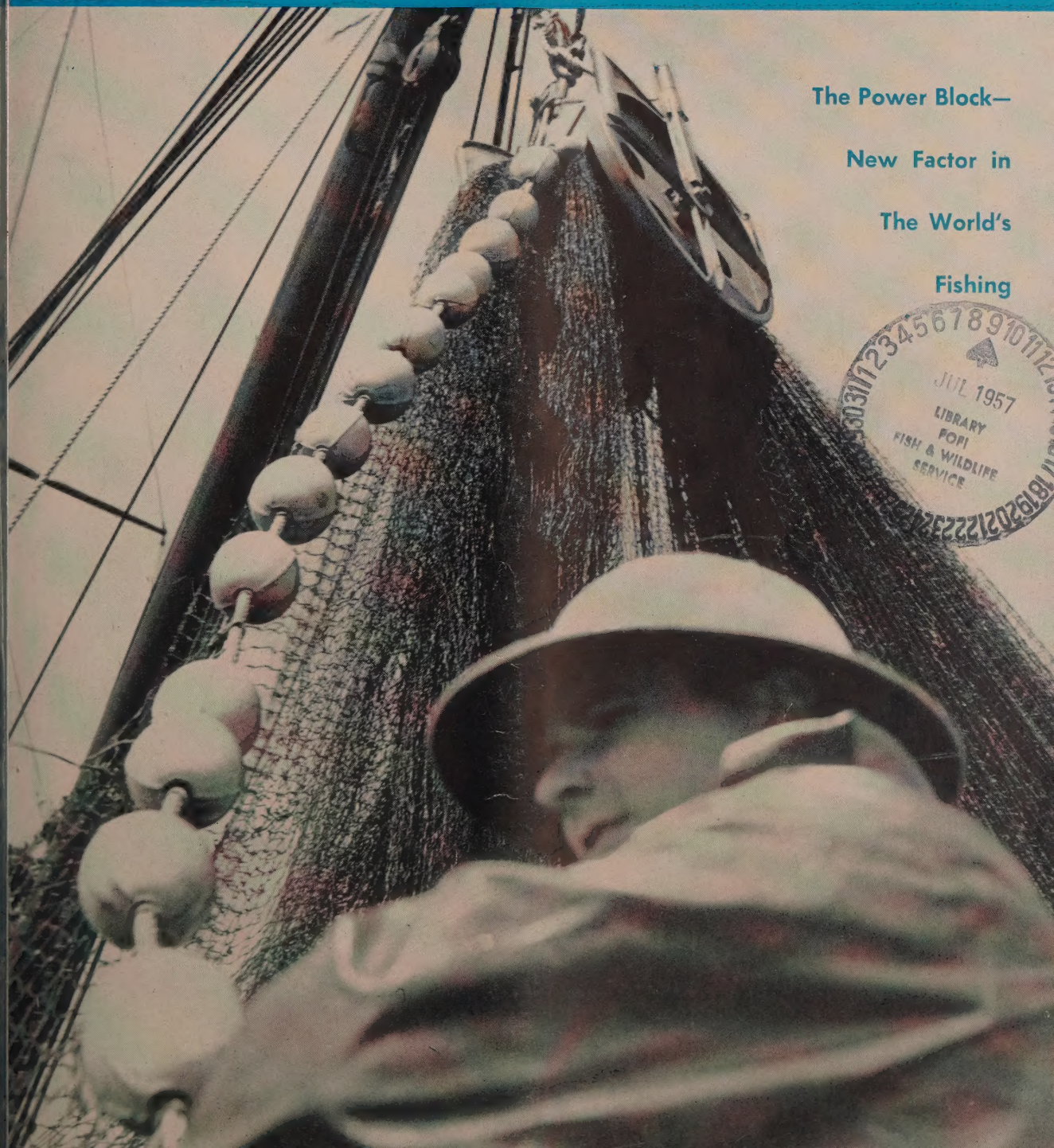
Finessing the Ace For Tuna p23



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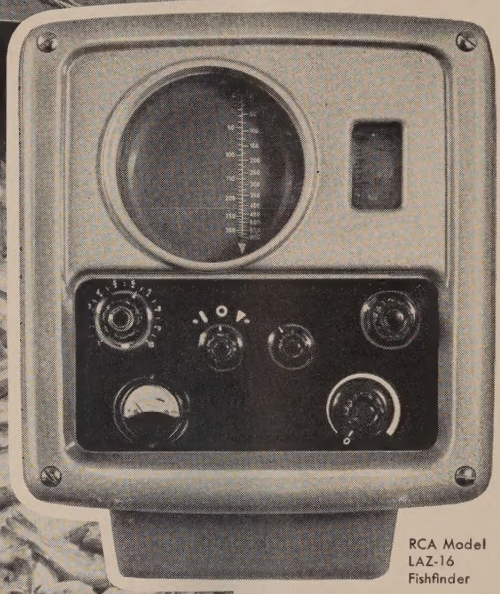

RCA Model LAZ-16 Fishfinder

You can cut fishing time and reduce unprofitable "dragging" with this compact electronic device. First fishfinder with large cathode-ray tube, the LAZ-16 supplies a sharply detailed continuous scope presentation of a single fish or a whole school, the sea bed and other underwater objects down to 320 fathoms.

The RCA Fishfinder performs rugged double duty as a navigation aid when used as a depth indicator. It warns of underwater hazards that damage valuable gear, gives precise indications of bottom conditions.

You'll find RCA Fishfinders adaptable to many different fishing applications. Installation is low in cost, and easy pull-out indicator unit is simple to service. All models are sea- and spray-waterproofed, and unaffected by varying climatic conditions.

Complete specifications, prices and application data will be sent on request.

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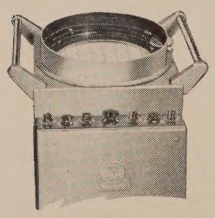
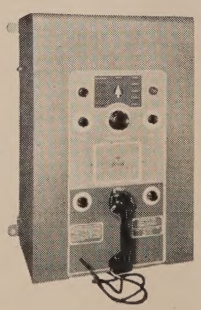
OTHER RCA ELECTRONIC AIDS FOR THE FISHING FLEET



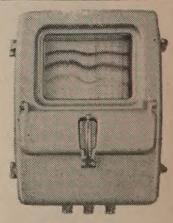
CR-105 RADAR

RCA Radar is designed for compact, cost- and power-saving installation aboard fishing boats. Easy to use, ideal for close-in or open sea navigating.



ET-8050 RADIOTELEPHONE

RCA Radiotelephones keep you in touch with home port offices, other fleet units. Talk ship-to-shore, between ships, calling and distress frequency.



LAZ-17 RECORDING DEPTHSOUNDER

The RCA LAZ-17 Recording Depthsounder, a companion to the above LAZ-16, is designed to give a graphic interpretation of rocks, wrecks, other underwater hazards. Traces a continuous running graph of bottom conditions. Invaluable for shallow water navigation.

PACIFIC FISHERMAN

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JUNE 1957

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A MILLER FREEMAN PUBLICATION

Japanese Find Excellent Early Red Salmon Fishing

● Better fishing, particularly in Reds, was encountered by the Japanese high seas fleets in May as they opened their fishing southwesterly of Attu and Kiska than was the case a year before.

First fishing was May 8 and 9, and it encountered an excellent run of salmon, particularly in the more southerly waters tested.

Initial announcement by the Japanese Fishery Agency covering the results of the 14 fleets of catcher boats during their first period of fishing showed catches ranging up to 7.1 Reds per set per shackle. In the case of Chums, catches ran to 5.5 fish. No Pinks were reported at that time.

Official report for the first 10 days of fishing, which would bring it up to about May 19, was given in metric tons taken, rather than in numbers of fish. (A metric ton is 2,200 lbs.)

For fishing south of the Aleutians the Japanese fleets to May 20 reported: Reds, 6,641 metric tons; Chums, 3,981 tons; Pinks, 79 tons; total, 10,701 metric tons or 23,542,200 lbs.

According to *Pacific Fisherman's* estimate, the Japanese catch to May 20 would approximate in numbers of fish: Reds, 3,162,666; Chums, 1,890,942; Pinks, 60,770; total, 5,114,378 salmon.

The Japanese high seas salmon fleet of 14 motherships this season is served by 405 large gillnet vessels, a reduction of 33 from the number originally authorized. In the Okhotsk Sea two salmon motherships are being served by 56 catchers.

● Hokkaido-based salmon operations of the Japanese are said to have produced well through the month of May, having started April 26 with the first delivery to Kushiro, Hokkaido, where the marine experimental station reported that oceanographic conditions were more favorable for salmon availability to the share-based fleets than the exceptional pattern of 1956.

By the end of May the rate of production, plus the forecast for a further good fishing, brought a softening in the landed price of the salmon landed in Hokkaido.

● Japanese King crab operations in both the Okhotsk and the Bering Seas produced favorably to the middle of May, but the shore-based crab operations of Hokkaido were extremely disappointing.

To May 15 the Okhotsk King crab packing of the four factoryships had produced 96,685 cases, basis of 48 halves, out of a target of 290,000 cases for the season.

In Bering Sea waters the *Tokei Maru* was doing fairly well at the same date, when she had packed 14,200 cases of her target of 57,000.

Reports from the shore-based crab operations of Hokkaido indicated mid-spring production running only about 20% of that to comparable date in the previous year. Aggressive patrol tactics of the Soviet Union was reported to have been keeping the Japanese from some of their accustomed King crab fishing areas.

On the other hand, the poor yield of the Kegani crab fishery was being ascribed by some observers to the heavy and continuous exploitation of recent years, with resultant damage to the resource.

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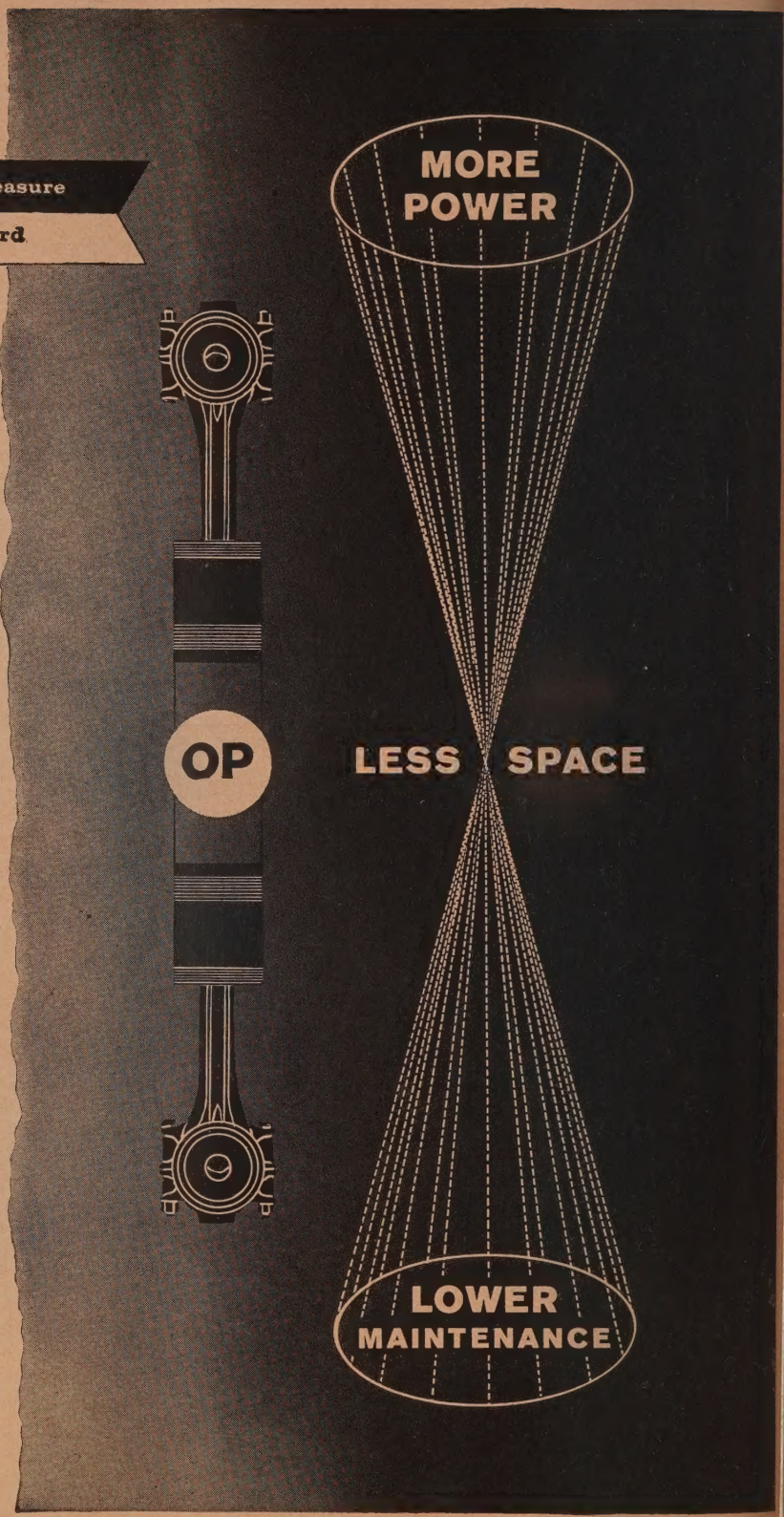
F-M Power is the standard



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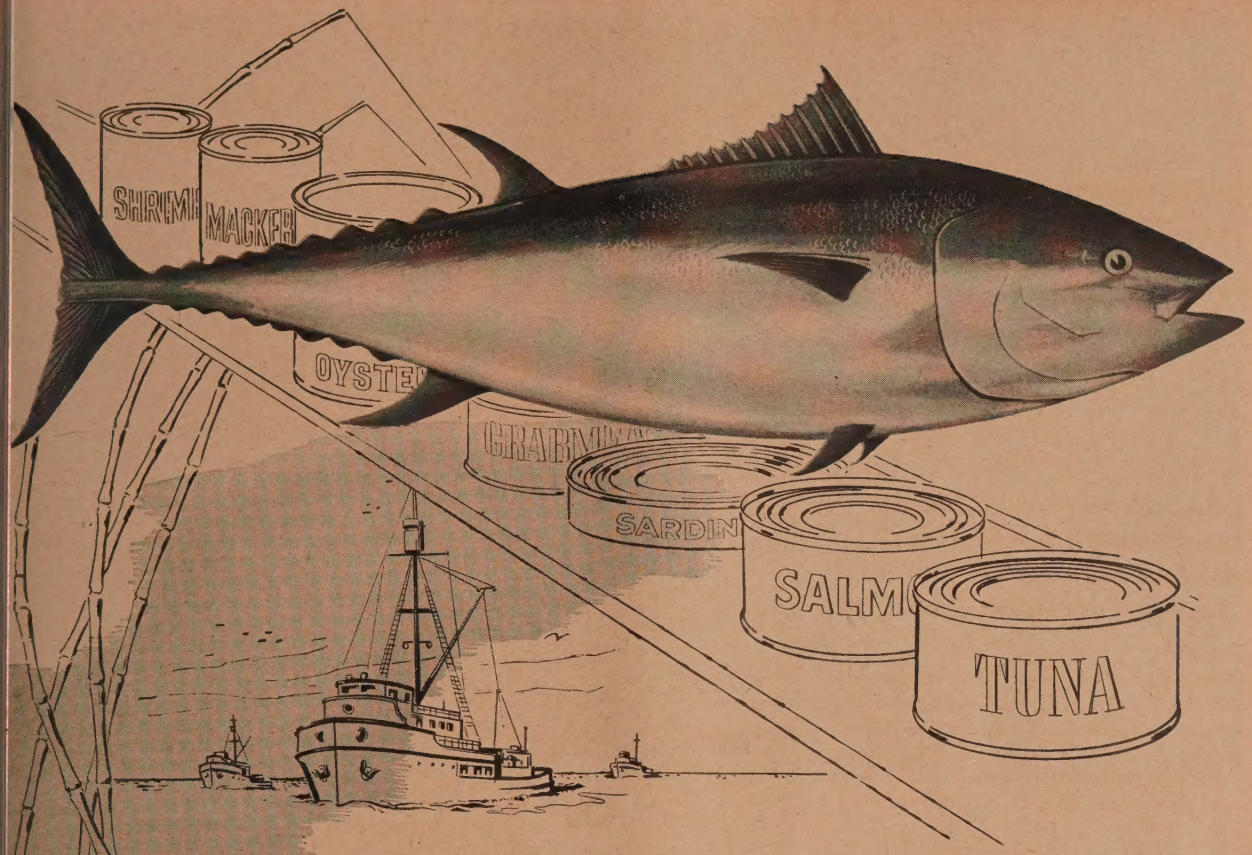

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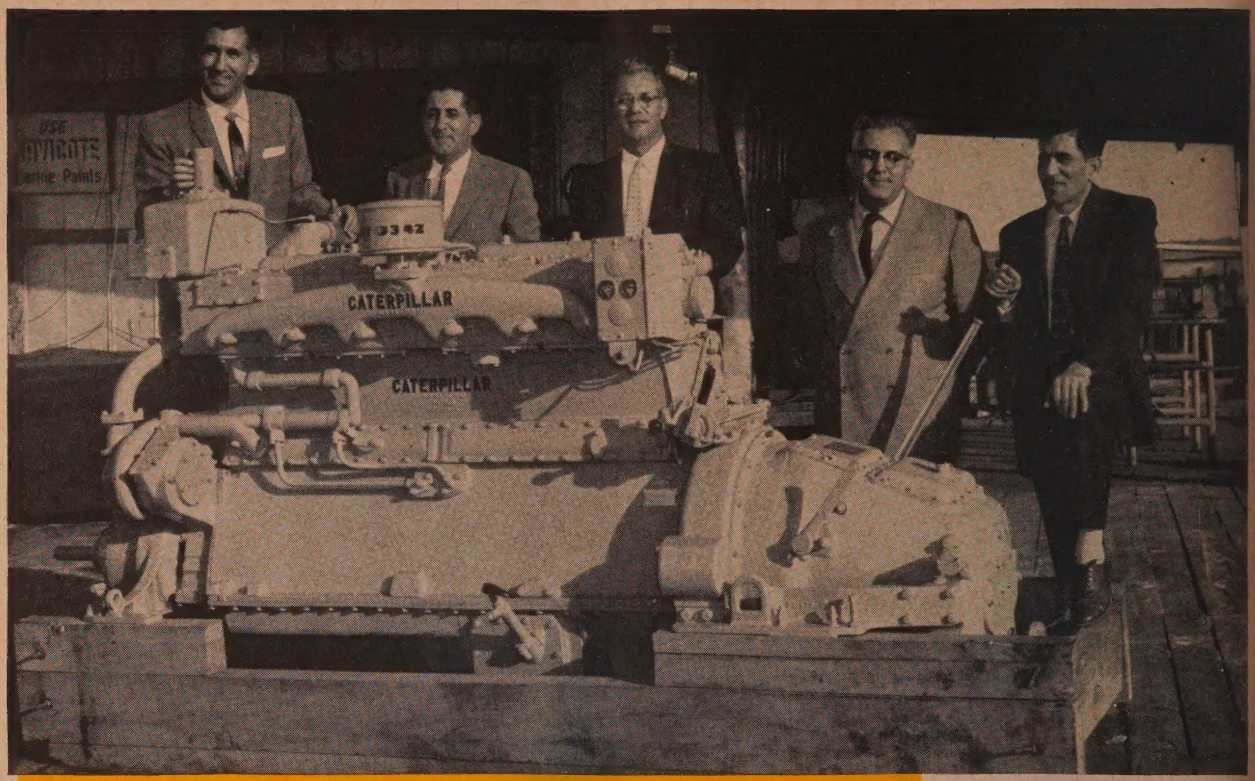

40th Cat-powered boat in Versaggi fleet *is 600th launched by Diesel Engine Sales, Inc.*

In February the *Mary Call Collins* went down the ways at St. Augustine, Florida. The 67-foot boat, named for the wife of Florida's Governor Leroy Collins, is the 600th shrimper built by Diesel Engine Sales, Inc., since 1943. The handsome vessel is the newest of 40 Versaggi Shrimp Company boats that fish out of Tampa, Florida, and Brownsville, Texas. All are Cat-powered.

Pictured above are the five Versaggi brothers—Dominick, Virgil, Manuel, John and Joe—with the CAT* D342 Marine Diesel that powers the *Mary Call Collins*. The husky six-cylinder engine delivers 150 continuous HP at 1200 RPM. It drives a 50″ x 34″ propeller through a 2.96:1 reverse and reduction gear.

Dependability and service are among the reasons why so many owners of the Gulf shrimpers have chosen Caterpillar Diesels. These rugged four-cycle engines are built to deliver their full rated horsepower year after year. The famous Caterpillar fuel injection system prevents fouling and other causes of down time, and permits the use of low-cost fuels.

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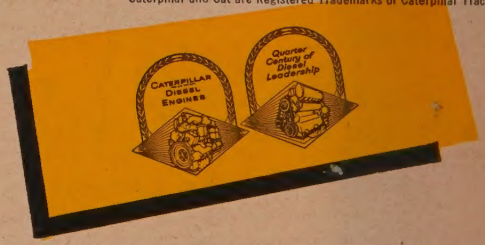

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Float insurance for a $40,000 net

here's nothing like Spongex® plastic ne floats. They are light, tough, able and economical—and the best sible insurance for protecting a net" s Anton Misetich, skipper and part ner of the Anthony M, San Pedro, ifornia.

"Our net cost about $40,000", he tinued, "but its worth at sea exceeds monetary considerations. Since our elihood depends on this net, it is ply good business and common se to use the finest seine floats.

"To support the net we use 4920 Spongex ts—with cork we would need 6560. ides this, Spongex floats are three times ter and do not become water logged continued use."

kipper Misetich is a member of the ermen's Cooperative Association, a

group of 150 boats using over 200,000 Spongex floats.

Mr. Mason Case, general manager of the Cooperative, which incidentally is the largest fish producing organization tonnagewise in the nation, says, "Spongex floats have a very small replacement factor, occasioned only by accident—the breakage average in four years' experience is about 1% per year. The proof of their success is shown by the fact it's the only float we can sell today".

Spongex floats are available in a variety of sizes ranging from 1½"x3" to 6"x7½". If you are interested in having Spongex floats for your fishing operation, write to B. F. Goodrich Sponge Products, a division of The B. F. Goodrich Company, 345 Derby Place, Shelton, Connecticut.

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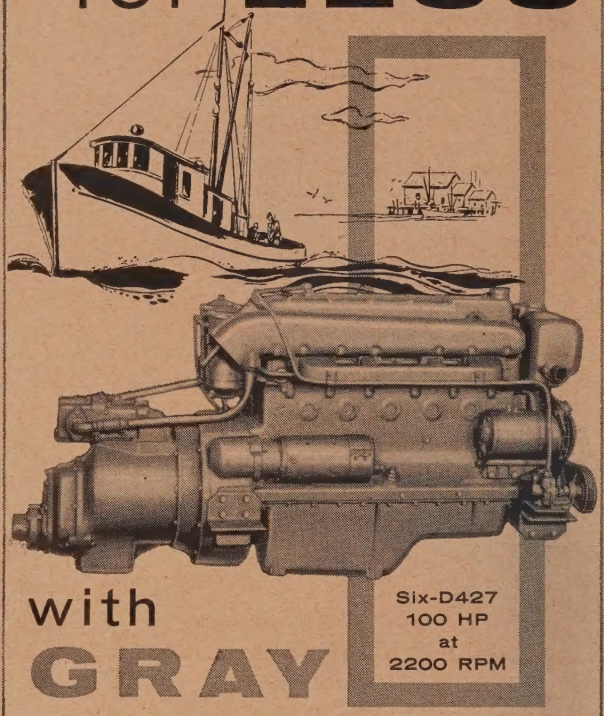

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Four-D157	30	1800	157	1100	50
Four-D277	65	2000	277	1445	56
Six-D427	100	2200	427	1475	67
Six-D572	135	2200	572	2510	72

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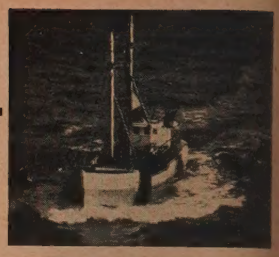

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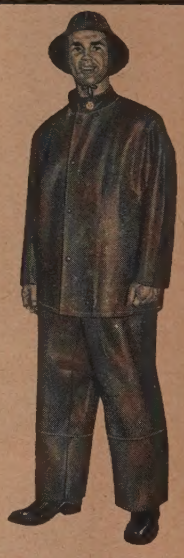

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Captain R. McElhinney and son, Captain Linc. McElhinney. Below, the *Gordon M. II* puts out to sea. This vessel features a Twin Disc MG-511 Marine Gear with hydraulic trolling valve.

"A very successful season—thanks to the MG-511 Marine Gear," *says Capt. R. McElhinney, Vancouver, B. C.*

"The *Gordon M. II* had a very successful season last year and we attribute a fair part of this to the Twin Disc MG-511 Marine Gear—particularly the gear's hydraulic trolling feature," says Captain R. McElhinney, the vessel's owner.

"As an indication of the versatility which the MG-511's trolling feature offers," Captain McElhinney adds, "we made the 200 miles from Campbell River to Seattle with 23 tons of fish and averaged 8½ knots. Yet we can troll right down to 2 knots and less for trolling operations."

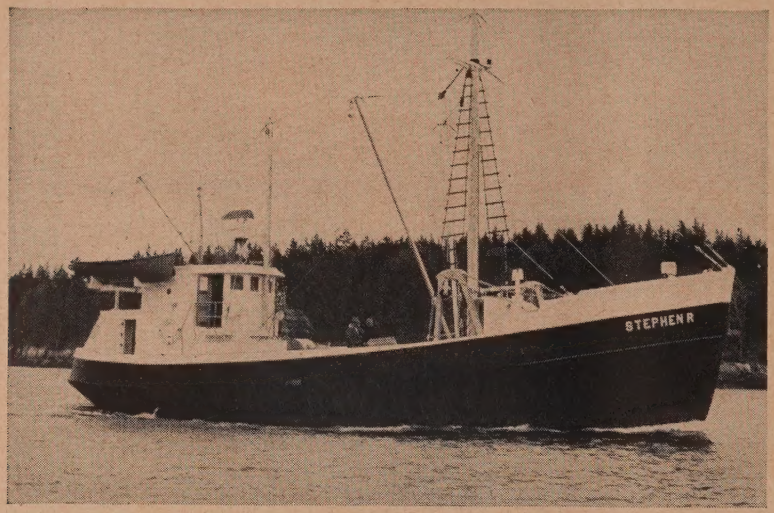
The *Gordon M. II* is a modern 48-foot troller with a 13¼-foot beam. It swings a 3-bladed 44" x 34" propeller for a top speed of 9½ knots loaded. Power is furnished by a Murphy ME-100 Diesel Engine rated at 100 hp at 1200 revolutions per minute.

The Twin Disc MG-511 Marine Reverse and Reduction Gear has a 3:1 reduction ratio and is equipped with a Twin Disc hydraulic trolling valve (optional with the MG-511). The trolling valve permits oil pressure in the forward clutch cylinder to be dropped automatically from 140 psi to 40 psi and, under manual adjustment, down to 20 psi. In the case of the *Gordon M. II*, it is possible to turn the propeller as low as 12 rpm.

The Twin Disc MG-511 Marine Gear also features such advantages as an unusually short length (less than 18"), Rubber Block Drive, oil-actuated, oil-cooled multiple-plate clutches, straddle-mounted gears on anti-friction bearings, and finger-tip control. It is adaptable to marine engines rated to 240 continuous hp at 2100 revolutions per minute.

For complete details on the popular MG-511 Marine Gear, write for Bulletin 307-A, Twin Disc Clutch Company, Racine, Wisconsin.

A 4" Tobin Bronze Shaft delivers power for this new scalloper



The 70-foot scallop dragger, "Stephen R," recently built by Harvey F. Gamage of South Bristol, Me., has a 4-inch Tobin Bronze Shaft to deliver power dependably from its 260-hp diesel.

Tobin Bronze propeller shafting resists sea water corrosion. It is strong and tough—yet "gives" under sudden jars to lessen the possibility of damage to bearings and housings. It is available through leading distributors of marine supplies. For detailed information, see your distributor or write: The American Brass Company, Waterbury 20, Conn.

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FOR HIGH SPEED, HEAVY DUTY. Tempaloy* Shafting is a popular companion of Tobin Bronze. This corrosion-resistant aluminum bronze combines exceptional strength and toughness with high resistance to shock, and is used for high speed and heavy duty work which requires maximum shaft strength and toughness with comparatively light weight.

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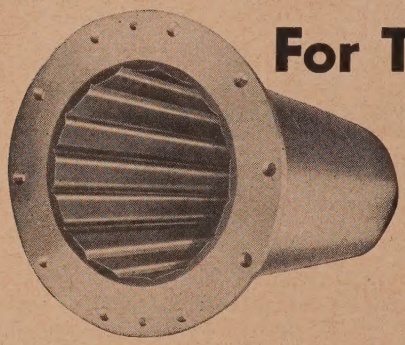

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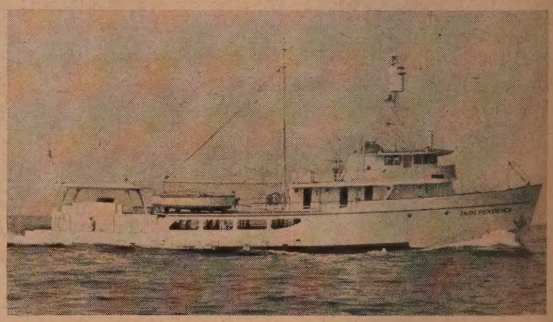

The tuna clipper Independence, built by National Steel and Shipbuilding Corporation of San Diego, uses Cutless bearings.

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Before buying your Diesel check the wide DEUTZ range that enables you to get the Diesel to fit your specific needs. Fishing vessels, ferry boat, motorships, barges, tenders, launches, lifeboats equipped with DEUTZ Water or Aircooled Diesels give higher power output, lower fuel consumption, longer engine life.

DEUTZ WATERCOOLED DIESELS ranging from 3-2000 BHP are available in 2, 4, 6, 8, 12 cylinder models naturally aspirated and turbo-charged. Unequalled for ruggedness, simple compact design and efficiency of operation under the most trying conditions assuring among other things longer engine life.

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PARTIAL SPECIFICATION CHART

Model	Cont. B.H.P.	Cont. R.P.M.
A 4 M 517	83	1500
BA 8 M 517	230	1350
A 4 M 428	150	600
A 6 M 428	230	600
V 6 M 436	300	500
T 8 M 420	333	1000
T 12 M 625	500	750
V 8 M 545	660	375
V 8 M 536	750	500
F 1 L 612*	10	2000
F 2 L 612*	20	2000
F 4 L 612*	40	2000
A 6 L 614*	100	1800
A 12 L 614*	200	1800
V 8 M 366	2000	275

Engine models with asterisk (*) denote aircooled Deutz Diesels.

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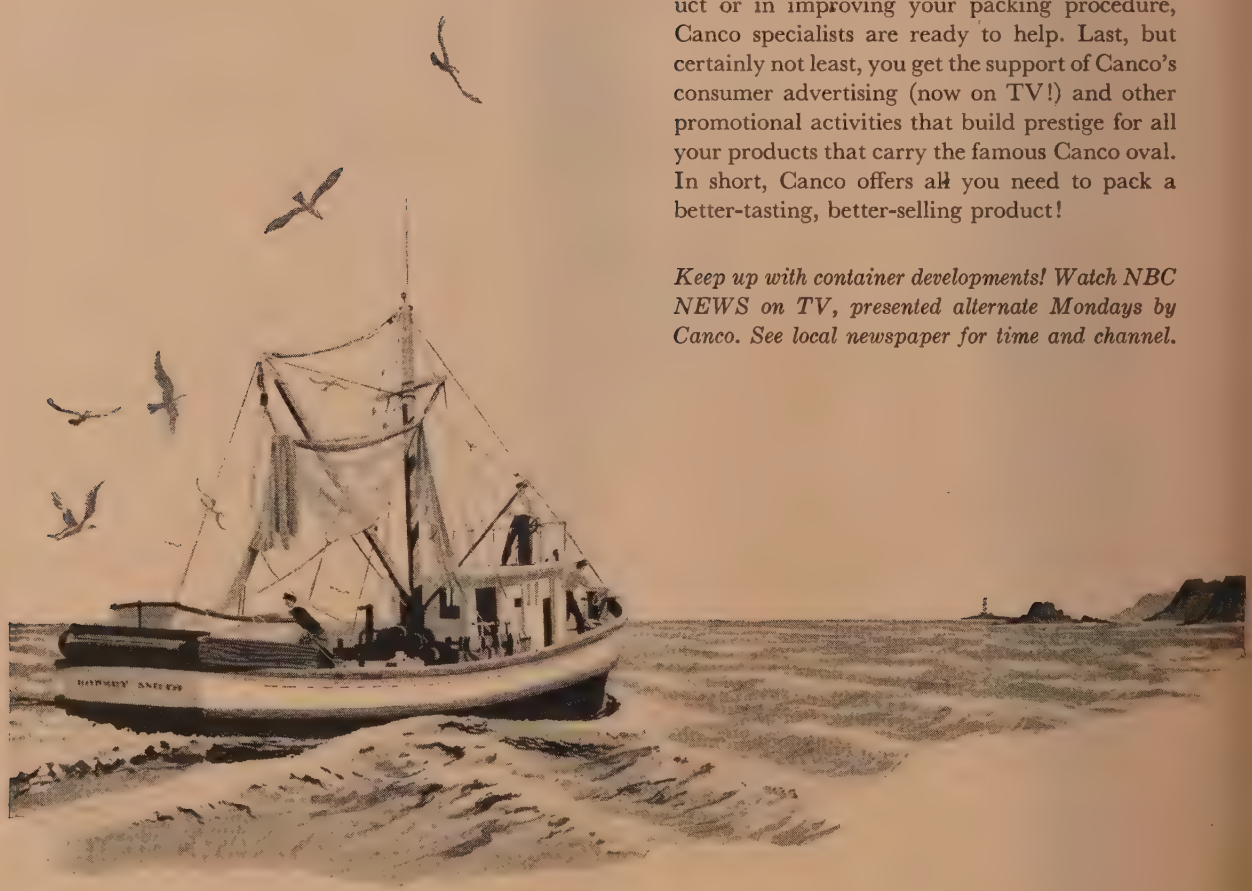
The service you get from Canco starts with a complete line of quality cans for fish products, delivered promptly from a nearby factory. If you need technical assistance in formulating a product or in improving your packing procedure, Canco specialists are ready to help. Last, but certainly not least, you get the support of Canco's consumer advertising (now on TV!) and other promotional activities that build prestige for all your products that carry the famous Canco oval. In short, Canco offers all you need to pack a better-tasting, better-selling product!

Keep up with container developments! Watch NBC NEWS on TV, presented alternate Mondays by Canco. See local newspaper for time and channel.



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PACIFIC FISHERMAN JUNE 1957

The Dish-of-the-month—

Salmon Salad

A Blend of Seasonally Significant Facts and Figures Which Bear Upon Prospects for the Fishery in 1957

This *could* be a salmon year.

As this was written late in May, here was little or nothing in the first atches of the earliest-opening areas indicate it; but these were minor reas at best, and would have little ffect upon the total.

Three areas could produce bright rprise. If none of them do, it will e disappointing. If all of them do, will be exciting.

ristol Bay

Speculative thinking, and some peculative outfitting, centers around ristol Bay, and largely because of ie aberrant Naknek-Kvichak run last ear and the 1956 failure of Nushaak to come up to expectations.

The 1956 Naknek-Kvichak run was arked by an unusual percentage of -year-old fish in a run usually domiated by 5-year-olds. *If* the large numer of 4-year-olds in the 1956 run is ttended in the normal pattern to -year-olds in the 1957 run, the quanty of fish in this run will be very rge indeed.

However, conservative scientists are clined to think that the large numer of 4-year-olds in the 1956 run presented an aberrant condition and nnot be relied upon as an index r 1957.

At the Alaska regulations hearings st fall Donald L. McKernan, Bureau Commercial Fisheries director, nd Dr. William F. Royce, the Buau's chief Alaska biologist, conservively forecast a catch of 7,000,000 ed for the Naknek-Kvichak in 1957, ightly under the 1956 take.

For Bristol Bay as a whole in 1957 ey forecast a better catch than in 956, when the area packed 680,000 ses of Reds, including freezership sh canned elsewhere.

Research Forecast

• Hedgy character of the biological forecasts for Bristol Bay in 1957 is evidenced also in the Fisheries Research Institute Nushagak forecast.

This recognizes that the below-expectation run to this system in 1956 indicated some unknown circumstance or condition in the sea had modified the normal biological pattern with respect to the Red salmon smolts which migrated to the sea from the Nushagak system in 1954.

F. R. I. finds some evidence that (1) these 1954 seaward migrants may have remained in the sea for an extra winter beyond the normal behavior pattern; or (2) they may have encountered abnormal mortality at sea from unknown forces or circumstances.

If the first of these alternative conditions prevailed, the F. R. I. this spring forecast a total run to the Nushagak of from 4 to 5 million fish.

On the other hand, if the 1954 smolts suffered unusual mortality at sea, the total run to the Nushagak in 1957 would be expected to approximate 2.6 million Reds.

Pink Foolers

• *Southeast Alaska* Pinks have a way of confounding forecasters. Remember that the big run of 1949, one of the greatest in the history of Southeast Alaska, came in a season for which the Fish and Wildlife Service in the fall of 1948 had forecast a dismal failure.

Sanguine observers look to an odd-year to produce the break-out which will again see the Pink salmon pack of Southeast Alaska shoot up above a million cases. This is an odd-year, but admittedly there is little in the evidence to encourage the belief that it could be *the* year.

Last fall in justifying continuance of the stringent limitations of the Farley Ground Rules on trap and seine fishing intensity, Bureau of Commercial administrators declared this was necessary because the severe winter of 1955-56 had impaired the survival rate of the spawn deposited by the Pinks of the 1955 run.

Sockeye Prospects Glitter

• *Fraser River Sockeye* prospects for 1957 glitter with attractive possibilities, although the excessive amount of gear licensed may produce fishing intensity which will force severe limitations as the International Commission strives to meet its primary responsibility—*spawning escapement adequate in quantity and distribution to continue the restoration and development of the Fraser River Sockeye fishery.*

Report of the Sockeye Commission

Tokyo Meeting of the "ad hoc" committee of the International North Pacific Fisheries Commission to consider the cases for abstention filed by the Canadian and American sections of the commission. Beginning with George R. Clark of Canada, chairman of the commission, seated in the middle at the bottom of the picture, and reading counter-clockwise around the table: James Cameron, Dr. A. W. H. Needler, Dr. K. Ketchen and Dr. M. Shepard of Canada; Iwao Fujita, H. Ohki, Dr. M. Fujinaga and K. Taguchi, all of Japan; William Terry, William C. Herrington, Clinton Atkinson, Edward W. Allen and Milton H. Brooding, all of the United States; Dr. Hiroshi Kasahara and Roy I. Jackson, commission secretariat.

for the year of 1953, parent year of the 1957 cycle, contains some interesting hints as to the possibilities in this year's run.

Speaking of the general situation, the 1953 report said:

"There is reason to believe that the cycle run returning in 1957 should show an increase in numbers over the good run of this year (1953) provided that the reproducing environment is similarly favorable. The principal justification for optimism in judging the potential productivity of the 1953 escapement is the fact that the spawning fish were well-distributed throughout the watershed."

(The 1953 run consisted of 5,300,000 fish, of which 4,025,000 were caught and 1,275,000 escaped to the spawning grounds. Out of the 4,025,000 Sockeye caught by the fishermen of the two in 1953, British Columbia canned 176,097 full cases and Washington 178,323 full cases for a total of 354,420.)

Looking at the Sockeye races of the Fraser tributary systems, the 1953 report says of some of the more important contributors:

"The 1953 escapement to the Early Stuart streams in considered to be satisfactory by reason of its wide distribution, but below the optimum for producing a maximum run."

"The 1953 Quesnel run increased substantially over 1949. The escapement of 20,000 fish in 1949 produced a total run of 500,000 and an escapement of 107,562 in 1953. *Another important increase in the size of the Quesnel population appears to be probable in* 1957."

"An unexpected substantial increase (239 per cent) occurred in the Chilko River escapement in 1953."

• So reads the record written in 1953. That was before the Sockeye Commission was face-to-face with the problems of regulation attendant upon concentration of extreme quantities of gear whose effectiveness mounts with each season.

Salmon Convention Set For Victoria in October

Return to an annual convention of the salmon canning industry, with a three-day session and all the tradition trimmings, is being planned by the Association of Pacific Fisheries.

Tentative timing is for mid-October at the Empress Hotel in Victoria, B. C. At presstime it was indefinite as to whether the convention would be in the week opening October 6 or that opening October 13.

Convention committee of the association appointed by E. E. Murray, president, is composed of S. G. Tarrant, Pacific American Fisheries; Nick Bez, P. E. Harris Company; A. W. Brindle, Wards Cove Packing Co.

Copper River Pricing Makes Modest Advance

A 4c rise in the price of Sockeyes was the significant feature of the Copper River price settlement, reached about the middle of May after a couple of weeks of dickering.

The new figure is $1.39 per fish, against $1.35 last year and the fishermen's first asking-price of $1.75.

Chums also were advanced, from 60c to 63½c for this year. Other species held to last year's figures: Silvers, $1.10; Pinks, 45c; Kings, $4.15. The Coho price quoted does not apply to fall fishing on the Copper River.

The prices given will apply to the Prince William Sound season as well as the early Copper River fishing.

At presstime it was not possible to form any idea of the probable volume of the Copper River Sockeye run. Early fishing had not been promising, but the run of 1952, parent of this year's fish on a five-year cycle, did not start until late in the month.

Columbia River's Early Yield Is Disappointing

Sharp reaction downward from 1956 production levels marked fishing on the Columbia River during the May season, which had closed just as this report was written.

Catches were satisfactory at the opening of the season, but fell-off sharply after the first two days, and by the end of the first week of fishing were giving plain indication that the May catch would be low.

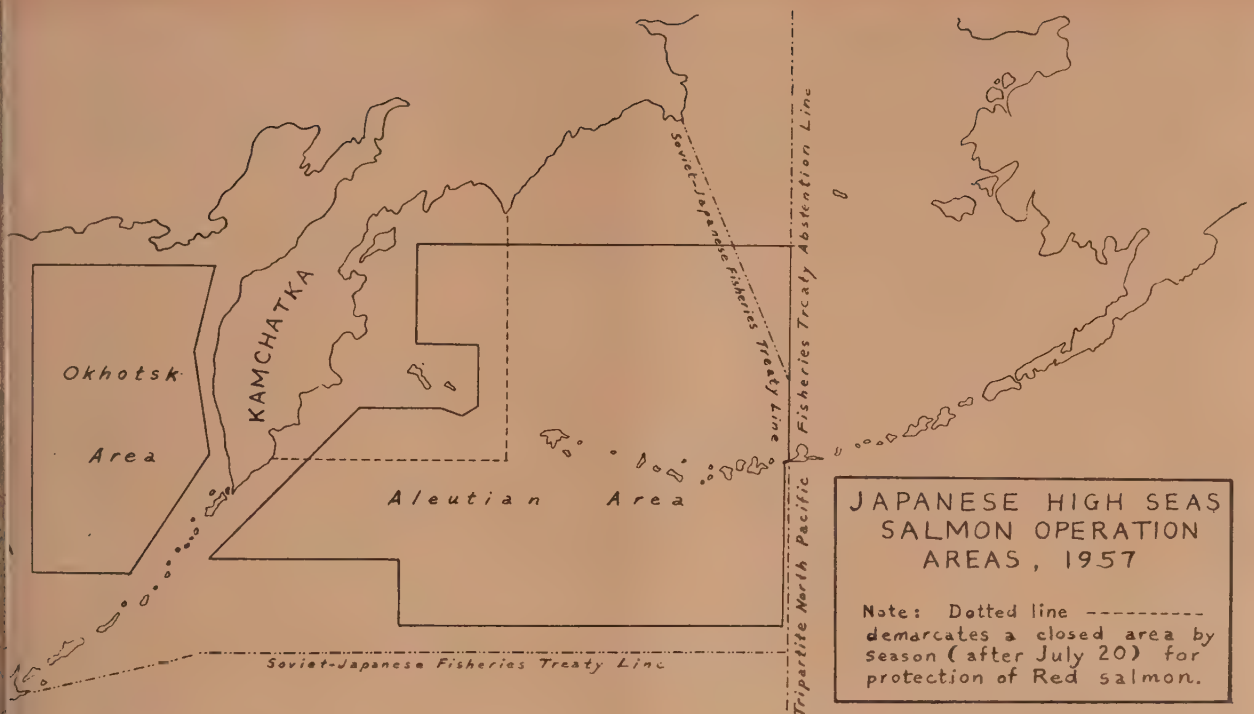
Fishermen believed that the principal early spring run had passed upriver before the season opened, and this was confirmed shortly by counts of salmon passing the Bonneville and McNary Dams on the Columbia, where May fish counts showed exceptionally large migrations.

The season is now closed until late June.

U.S. Acts to Implement Pink Salmon Treaty

U. S. Senate approval of the Magnuson-Jackson Pink Salmon Enabling Act to effectuate the Pink salmon protocol to the International Pacific Salmon Treaty with Canada was expected to be followed immediately by full ratification of that convention and a congressional appropriation of $80,000 to meet the United States' share of the first year's Pink salmon research program.

Senator Warren G. Magnuson predicted that all necessary congressional steps would be taken in time to permit the Salmon Commission researchers to avail themselves of the 1957 opportunity for study of the Pink salmon resource—and opportunity which will not come again until the next biennial run in 1959.



JAPANESE HIGH SEAS SALMON OPERATION AREAS, 1957

Note: Dotted line ---------- demarcates a closed area by season (after July 20) for protection of Red salmon.

Japanese Raise Red Price For 1957 High Seas Catch

Fourteen fleet units of Japanese high seas salmon vessels departed for North Pacific and Bering Sea waters in the first two days of May. A few scouting craft for each fleet unit had put to sea some days previously.

Two additional fleet units were due to depart for the Okhotsk Sea about June 1.

In all, an even 500 fishing vessels were authorized to serve the 16 motherships, but 39 licenses were not taken-up, so it was arranged that their prospective catch should be prorated to the active vessels.

Price settlement for the Aleutian fleets was not arrived at until the day of departure, when a contract was suddenly agreed upon, providing a sharp increase in the price of Reds, but with no change in the figures for Silvers and Kings.

Further, the price schedule included provisions which would favor the Okhotsk Sea fishing vessels, in that the agreed price was reckoned for a catch up to 30,000 fish per catcher in the Aleutian area, and up to 50,000 in the Okhotsk Sea. Pinks above these totals are bought at a discount of Y5, or Y 70 per fish.

Prices in yen paid, per fish, in 1957 and preceding years are:

Species	1957	1955 1956	1954
Red	310	280	270
Pink	75	65	75
Silver and King	210	210	200
Chum	135	125	175

• Catch quotas per fishing vessel were set approximately at: Aleutian area, 198 metric tons; Okhotsk area, 210 metric tons.

Accordingly, the target catch for all the high seas mothership operations in the treaty zone for the 1957 season is approximately 100,000 metric tons. On the other hand, the smaller gillnet vessels fishing from Japanese ports and not connected with the mothership operations were granted a quota of 20,000 metric tons for their fishing within the treaty zone south 48° north latitude.

This is in accord with the agreed total for the treaty zone of 120,000 metric tons, a figure reached after prolonged negotiations within the Northwestern Pacific Fisheries Commission, representing the Soviet Union and Japan.

Japan's 1957 High Seas Salmon Authorizations

Operating Firm	Vessel	Gross Tons	Equipment Freezing Sets	Equipment Canning Lines	Number Fishing Vessels
— ALEUTIAN AREA —					
Nichiro Gyogyo K. K.	Shinano Maru	8,511	..	3	33
Nichiro Gyogyo K. K.	Kyoho Maru	7,080	..	3	31
Nichiro Gyogyo K. K.	Shoei Maru	5,959	..	3	31
Nichiro Gyogyo K. K.	Meisei Maru	5,606	20	2	30
Nippon Suisan K. K.	Mivajima Maru	9,598	40	2	32
Nippon Suisan K. K.	Kashima Maru	7,200	36	2	30
Taiyo Gyogyo K. K.	Koyo Maru	7,658	40	2	33
Taiyo Gyogyo K. K.	Chiyo Maru (New Const.)	7,195	40	2	31
Hokkaido Gyogyo Kosha	Terutama Maru	5,771	..	2	32
Taiyo Reito Bosen K. K.	Kyokko Maru	6,977	20 (tons)	2	31
Hakodate Kokai Gyogyo K. K.	Choko Maru	6,553	32 (tons)	2	32
Kyokuyo Hogei K. K.	Kyokuzan Maru	9,678	40	2	32
Hoko Suisan K. K.	Nichian Maru	6,150	40 (tons)	2	30
Hoko Suisan K. K. and Kyokuyo Hogei K. K.	Itsukushima Maru	5,889	32	2	30
Total Units		**14**		**31**	**438**
— OKHOTSK AREA —					
Nichiro Gyogyo K. K.	Kizan Maru	8,157	..	3	32
Hokkaido Gyogyo Kosha	Etorofu Maru	6,741	..	3	30
Total Units		**2**		**6**	**62**
Grand Total Units		**16**		**37**	**500**

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This rope has also the Columbian Fungi-Static treatment — an anti-rot process which prevents the growth of fungi, mildew and mold. With these two Columbian processes — Copperizing and Fungi-Static — combining against rope-decay, it's no wonder that Columbian Manila is the longest-lasting rope you ever used. Columbian Rope is also non-kinking, abrasion resistant, lubricated against internal heat and friction. It is made from only the finest Manila fibres, graded at Columbian's own Philippine Islands bodegas. Remains flexible after repeated soakings. And backed by 50 years experience in every kind of rope making from hawser to twine. There's a Columbian supplier nearby — or write to the Columbian Rope Co., Auburn, N. Y.

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Southern California Tuna Receipts

Cumulative totals for 1957 to May 11 for all deliveries from all sources. Data in tons. Previous years shown to nearest comparable dates. (Data from U. S. Market News Service.)

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito	Yellowtail	Total
San Pedo	7,640	104	11,085	23,157		35	*42,021
San Diego	67	..	6,118	12,615		7	#18,807
Total 1957 to May 11	7,707	104	17,203	35,772		42	60,828
Total 1956	3,946	81	22,677	43,830	2	..	70,536
Total 1955	10,738	196	24,273	17,460	17	..	52,775

* Includes 17,786 tons of imported frozen tuna, 7,486 tons Albacore, 4,221 tons Skipjack, 6,079 tons Yellowfin.
# Includes 1,430 tons of imported frozen tune, 619 tons Skipjack, 709 tons Yellowfin, 102 tons unspecified.

Calif. Tuna Receipts Drop 14% from Year-Ago Period

Tuna receipts of the Southern California industry from all sources during the first 18 weeks of the year approximated 86% of those for the same period of 1955, as shown by the accompanying tables. The fall-off, which amount to almost 10,000 tons, was accounted for by a sharp decline in deliveries by the American fleet, whose production was down around 5,000 tons.

Imports, on the other hand, increased materially, and for the state as a whole were almost 2,000 tons above the foreign business declared at California customs houses during the first 18 weeks of 1956.

Imports at Los Angeles Harbor through May 11 of the current year ran more than 4,700 tons above those of the previous comparable period.

Both the clipper fleet and the purse seiners shared in the decline in domestic tuna landings during the past winter and spring.

Clipper landings were off almost exactly one-fourth, from 44,845 tons in 1956 to 33,847 tons in the Jan. 1-May 11 period this spring.

Seiners fared proportionately worse, losing one-third of their tonnage, which dropped from 12,329 to 8,201.

Suomela on Inter-American Tropical Tuna Commission

Arnie J. Suomela, commissioner, U. S. Fish and Wildlife Service, in May was appointaed a member of the Inter-American Tropical Tuna Commission, succeeding John L. Farley, who resigned upon leaving the federal service.

Mr. Suomela is already a member of the International Pacific Salmon Fisheries Commission and the Northwest Atlantic Fisheries Commission.

It is anticipated that the commissionerships held by Mr. Farley on the International North Pacific Fisheries Commission and the Great Lakes Fisheries Commissions will be filled by Ross Leffler, Assistant Secretary of the Interior for Fish and Wildlife.

West African Tuna Fishing Is Productive

According to reports from France available to *Pacific Fisherman*, the French tuna fishing vessels working off the coast of French West Africa during the period of December, 1956, and January and February, 1957, delivered to Daka 6,446 tons of tuna, most of which was reported as "albacore," which is believed to be a local term for a light-meat tuna, perhaps Yellowfin, rather than the white-meat species.

Leading producers in the fleet is the Tacoma-built clipper *Yolande Bertin*.

The Japanese world-cruising longliners are said to have found rich fishing in this area, and a bit further south in the Gulf of Guinea.

Ambrose Co. Moves

The Ambrose Company, San Diego tuna clipper operators, recently moved headquarters offices to The Ambrose Building at 2405 Pacific Highway, San Diego 1.

California Imports of Frozen Tuna

Cumulative data in tons for 1957 through May 11. For other years to closest comparable dates. Data from U. S. Market News Service

San Francisco	1,430	....	1,571	...	3,001
San Pedro	7,486	4,221	6,079	...	17,786
San Diego	...	619	709	102	1,430
State Total Jan. 1-May 11	8,916	4,840	8,359	102	22,217
1956	5,206	3,055	12,080	81	20,422
1955	11,583	3,609	6,803	280	22,275

Southern California Domestic Tuna Deliveries

Cumulative totals for 1957 through May 11, in tons, as reported by U. S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito and Yellowtail	Total
Clippers and Albacore fleet	221	...	11,985	21,820	42	34,068
Purse Seiners		104	823	7,250	24	8,201
Total 1957 through May 11	221	104	12,808	29,070	66	42,269
Total, 1956	180	1	20,347	36,827	..	57,354
Total, 1955		196	21,341	12,136	..	33,673

New Hebrides Tuna Base, U. S. Outlet, Contracted by Japan

● Establishment of a base in British-controlled New Hebrides Islands of the southwest Pacific, with a selling arrangement in the United States, was negotiated this spring by two Japanese firms, Nanyo Boeki K.K. and Daiichi Bussan K.K.

Initial operations are to be limited to eight clippers, but the Japanese anticipate substantial increase in importance of the base in succeeding seasons.

The New Hebrides base will be the second available to the Japanese in the mid-Pacific area where they had territorial dominance prior to World War II. A concession permits Japanese vessels to deliver their catches to the operation of the Van Camp Sea Food Co. in American Samoa.

It is understood that the Japanese companies negotiated the deal with a British company and an American firm, neither of which was named in the dispatch from *Pacific Fisherman's* editorial representative in Japan. It was understood, however, that the American company has a tuna cannery as well as a national distribution organization for frozen fish.

The British company is to build a cold storage in the New Hebrides, this work already being under contract to Kinoshita Kenetsu K.K. of Yaizy, Japan. The plant will have daily freezing capacity of 30 tons, with storage for 600 tons and large ice-making and storage capacity.

Two of the Japanese vessels will come from Yaizu, in Shizuoka Prefecture near the great tuna port of Shimizu; and six will come from ports in Wakayama Prefecture. They will fish with long-line gear primarily, but will undertake to use the live-bait method whenever possible in order to test its productivity under conditions in the area of the New Hebrides.

The two vessels from Yaizu were engaged in Albacore fishing near that port early in May and were not scheduled to depart for the New Hebrides until sometime in July. They are each of 80 tons gross and are owned by Showa Geyogyo K.K.

Nelson Bros.' New Cannery Holds 70 Tons in Seawater

● Regarded as one of the show pieces of the industry in British Columbia is the bright new salmon cannery now being completed for Nelson Bros. Fisheries adjacent to the company's long-established Colonial reduction plant at Steveston. at the mouth of the Fraser River.

The cannery will be ready for full operation during the 1957 salmon season and will mount two lines each for halves, talls and quarters. Modern features have been incorporated throughout the plant.

One of the interesting innovations is the system of 10 steel tanks built by Vancouver Machinery Depot and assembled by the Nelson Bros. crew which will be used for holding up to 140,000 lbs. of fish in brine, possibly treated with aureomycin if considered desirable, but with temperatures regulated and controlled at 30° by heat exchangers.

The idea behind these holding tanks is to stabilize the work week during periods of congestion at the peak of the salmon season. With this provision for storing fish in fresh condition for several days after being delivered by packers, it will be possible to maintain a regular five-day week at the plant without rush and overtime. This is the first installation of its kind in British Columbia.

William Nelson, son of Richard Nelson, head of Nelson Bros. Fisheries, is in charge of the plant.

Tony Martinolich Heads Fish Mongers Club

Anthony Martinolich, head of the San Diego shipyard bearing his name, was elected president of that city's famed Fish Mongers club in May. John A. Donnelley was chosen vice president, Victor Nigro, treasurer, and Frank Buono secretary. Following May's dinner meeting the club adjourned until September. Machado Medina retired as the current head.

Jack Repanich Re-Named President of F.P.C.

Jack F. Repanich, owner of the purse seiner *Locks*, was re-elected president of the Fishermen's Packing Corporation, largest Puget Sound salmon canning company, at the annual meeting in Seattle the middle of May.

Peter Milos of Tacoma was elected vice president and Andrew Vitalich of Seattle second vice president. John N. Plancich of Anacortes was named general manager, secretary and assistant treasurer.

Frank Barcott Jr. of Everett was elected treasurer and George Cuculich of Tacoma assistant secretary.

Members of the board re-elected for a two-year term were: John Plancich, Peter Milos, Steve Zitkovich, Seattle; Paul Martinis, Everett; and Nick Vitaljic, Bellingham.

King Crab Carryover Marked-Down to Sell

Carryover of canned crab in Japan this spring—estimated at about 230,000 cases of halves—was transferred at the end of April by the Japan Canned Crab Sales Co. to five of the great Japanese firms, four trading houses and one packer.

These companies are: Nozaki Sangyo K. K.; Mitsubishi Shoji K. K.; Taiyo Gyogyo K. K.; Tokyo Shokuhin G. K.; Daiichi Bussan K. K.

It is understood that the transfer was made with the definite understanding that the crab would not be sold to the United States at prices equivalent to more than $2 below the price of $24.15 for 48 halves, labelled, fob. Japan, which had prevailed for the past two years.

At the time of this transaction the 1957 King crab producing season had been started by the Japanese with one fleet unit operating in Bering Sea near Bristol Bay and four fleet units working in the Okhotsk Sea. There is no operation off Cape Oliutorskii on the Siberian coast, where an exploratory expedition was sent in the 1956 season.

The 1956 pack of Japanese King crab was 427,000 cases, more than twice the 206,000 cases packed the year before. It is notable that the carryover of the 1956 pack late in the spring of 1957 was estimated at 230,000 cases, closely comparable with the increase of the 1956 pack over that of the preceding year.

Zitco Buys "Sun King"

The 112' tuna clipper *Sun King* was sold at U. S. Marshall's sale at San Diego in May and was bid in by John Zitco. The vessel was built in 1947 by Pacific Boat Building Co., Tacoma.

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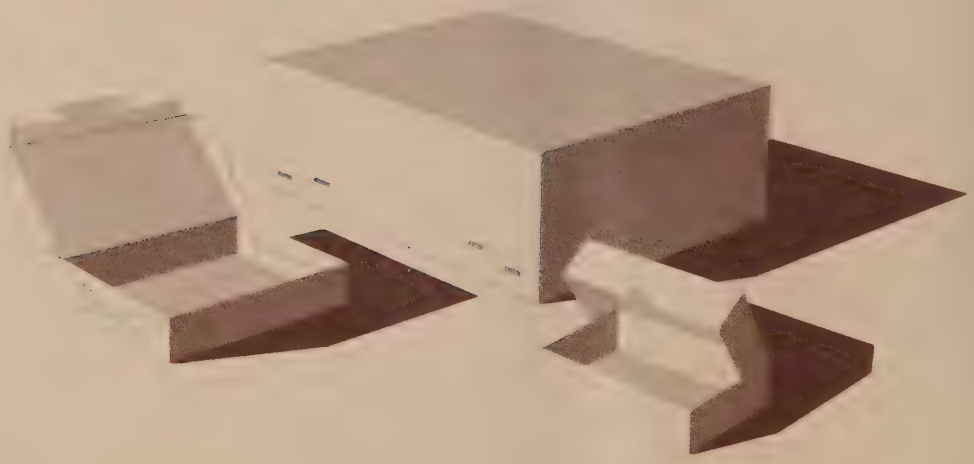

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PACIFIC Fisherman's NEWS

JUNE
1957

Puget Fishing Gear Hits All-Time Intensity Peak

• All-time records for fishing gear concentration on Puget Sound are sure to be broken this season.

This was made plain at presstime when the Washington Department of Fisheries announced that purse seine and gillnet licenses issued to the deadline May 15 exceeded those of any previous year.

Number of licenses, compared with those for 1955, the last Pink salmon cycle year, were:

Gear	1957	1955
Gillnets	958	830
Purse seines	420	375
Reef nets	105	110

These figures do not take into consideration gear operated by Indians in reservation waters. Approximate quantities of such unlicensed gear are: 1 purse seines, 32 drag seines, two skiffs and two more gillnets.

• Prime significance of the extreme gear concentration forecast by the licenses issued is that it indicates a level of *fishing intensity far above that at which the Sockeye Commission indicated a three-day fishing week could be justified.*

The commission indicated that the maximum concentration of American mobile gear it felt should be operated on the basis of a three-day week would be 600 gillnets and 250 purse seines.

The implication was left by the commission that if the fishing effort exceeded the amount suggested the days of fishing per week would have to be further curtailed.

Licenses issued by the Washington fisheries department to May 15 doubtless will undergo some minor shrinkage in numbers actually translated into fishing effort. This is due to the fact that some purse seiners took out gillnet licenses also in order to permit them to use that form of gear if it was deemed preferable. Also, some individuals took out licenses apparently with the idea of protecting their position under any "grandfather clause" interpretation which might develop under the state's new area licensing law.

Hammer Heads Troll Fishermen's Co-Op Assn.

Reidar Hammer, owner of the productive troller *Victory*, is the new president of the Fishermen's Cooperative Association, composed primarily of Puget Sound salmon trollers. He succeeds Adam Kansler, who has sold his troller *Patricia* and is retiring from fishing.

Re-elected vice president of the FCA is Harry McCool, while Bert G. Johnston was re-appointed secretary-treasurer.

On the board of trustees Thomas Bright joined hold-over members Dan Hjort, Harold Graham, Kris Kyvik and Harry Parpart.

Halibut Fishing Good; Also Poor; With Market Low

• Rich fishing to Westward featured the first trip of the 1957 halibut season.

This bright beginning, however, was off-set by sharp decline in the first-trip average catches of Area 2 boats; plus market prices which averaged at least 25% below those of May, 1957.

The fleet didn't expect *good* prices this season, but they hoped for a lot better than they got. High prices last year left the selling slow through the marketing period, with resultant carry-over of fish in some freezers, although much of the trade declared it had been sold-out for months.

Why Prices Were Low

• Early opening, with the season starting May 1, three weeks ahead of the actual start of fishing in 1956, got a lot of the blame for the sad market. It will be recalled that some of the dealers protested last winter that the closed season should not be shortened without advance warning which would permit them to shape their inventories to the scope of the selling season.

Less specific, but perhaps more fundamental, was the general feeling among dealers that they had barely escaped from a dangerous situation created by the high prices paid last year. A general debacle such as oc-

San Pedro Ranks First In U. S. '56 Fish Catch

San Pedro ranked first among fishing ports in the nation in 1956, the U. S. Fish and Wildlife Service reported last month. San Pedro fishermen landed catches valued at $29,000,000.

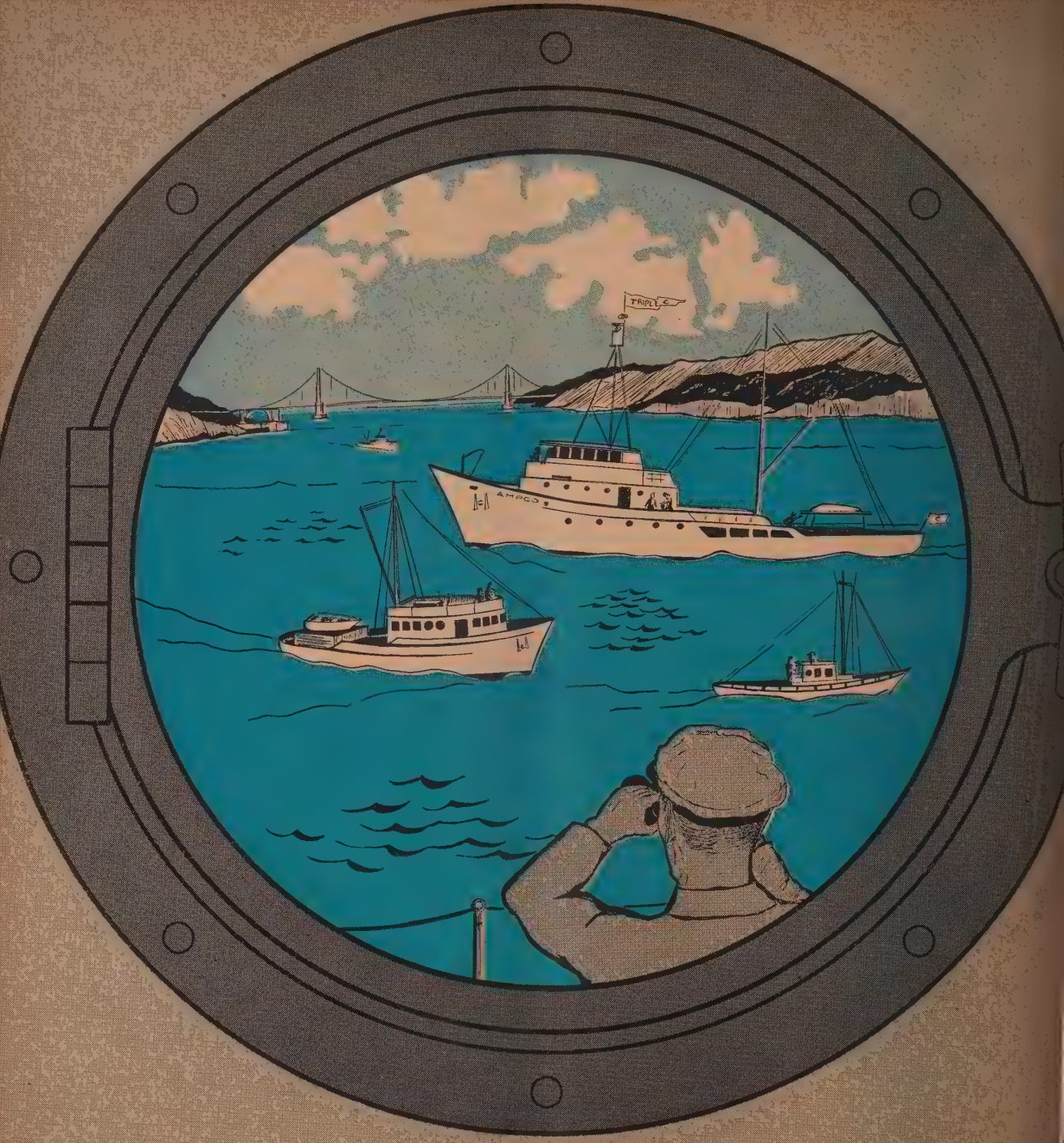
San Diego was second, with a catch valued at $18,000,000. New Bedford, Mass. was third, with its catch reported worth $12,337,000.

Approximately 150,000 fishermen worked aboard 90,000 boats during the year. All in all, they landed 5,200,000,000 pounds of fish worth $1,128,000,000 to the retailer. The 1956 catch set an all-time record, according to the U. S. Fish and Wildlife Service.

Oregon Troller Dies

Dave White, 54, a salmon troller living at Milwaukie, Ore., died at Astoria early in May as he was tying his boat at the Union Oil Co. dock preparatory to fueling for the first trip of the season.

He was operating the 45′ troller *Roland Foss*, and succumbed to a heart attack.



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PACIFIC FISHERMAN'S NEWS

JUNE 1957 Volume 55 Number 7

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ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

curred in the late spring of 1955 was avoided, that's true, but perhaps only by a narrow margin.

In short, the buyers went into the May auctions in a definitely defensive mood. Result: low prices.

Actually, the market never developed into a runaway, and after the first few days and the shock of the fact that the traders were going to be tight with their money, the boards managed to handle some exceptionally heavy concentrations of fish without price collapse.

Weather Helped Area 3

• Area 3 heavy fishing generally was attributed in large degree to the exceptionally fine weather which prevailed all over that region from the very start of the season.

The Halibut Commission scientists felt that weather was not wholly responsible; and that "availability" of the fish had a lot to do with it. "Availability" is a somewhat over-worked word which means that fishing was good, or bad, for reasons unknown.

However, sober examination of the results of the first Westward trip leads to the impression that the stock there is in good condition.

In any case, boats fishing Area 3 took from 25 to 285 percent more fish on their first trip than they did in 1956.

Practically all of the Area 3 boats had 5-figure days, running up to one vessel which took 20,000 lbs. from her gear in a single day.

Area 2 Averages Down

• Another story came from Area 2. Local boats delivering to Seattle showed an average drop of 13% in first-trip landings as compared with those produced by the same boats last year. This had been anticipated by the Halibut Commission staff, which last winter reported that there had been a three-year decline in the catch per unit of effort on the Goose Island ground. There was also the possibility that the May 1 opening was pretty early for the Goose Island fish, as boats fishing off-shore in the same vicinity and down to 110 fathoms found stocks abundant and available—there's that word again.

Southeast Alaska deliveries were down an average of 10% in comparison with the first trips of the same boats in 1955.

In North Hecate Strait the average drop per boat was 7%.

Rate of landing; that is, the gross amount of fish coming to market during the first three weeks or so of the season, was just about the same as in 1955. This was due to the poor results in Area 2 being off-set by the big fishing in Area 3, plus the increased number of boats.

This gain in active fleet was particularly pronounced in Alaska, where the first trip found 71 vessels engaged which had not fished that trip in 1956; while 20 craft dropped out, leaving a net gain of 51 vessels in the Southeast Alaska vessels fishing halibut at the start of the season this year.

Big Canadians Busy

• Big trips were commonplace during early May, and a number of them were taken by Canadians—and occasionally delivering to Seattle. Two of the new Canadians, big, husky vessels, which delivered trips approaching 100,000 lbs. each to Seattle were the *Alaska Queen* and the *Sleep Robber*.

One amazing aspect of the activities of these two vessels was that *they took their big trips in Area 2*, where fishing generally was poor. How could this be? Well, they both are equipped with mechanical refrigeration and so are capable of keeping their fish in prime condition for a longer period than most craft. Further, they ranged widely over the area, taking their fish where they found them and moving on.

Mrs. Helen McCauley, P. F. California Writer, Dies

Mrs. Helen McCauley, who had been associate editor of *Pacific Fisherman* in Southern California for a number of years, died in a Los Angeles hospital May 6 after a few days critical illness. Mrs. McCauley had not been in good health for a number of months, but the acute character of the affliction which took her life was altogether unexpected.

She joined the staff of the Miller Freeman Publications in the fall of 1945, immediately after the end of World War II. For several years she was based in the Seattle office of the company, specializing in editorial work on *Pacific Fisherman's News.*

Subsequently she was transferred to Miller Freeman Publications' Los Angeles office in 1948. There she served *Pacific Fisherman, SEA* and *Pacific Work Boat,* specializing always in the "Marine Group" of Miller Freeman Publications, and serving alike in editorial and advertising departments. In recent years she was *Pacific Fisherman's* associate editor in Southern California, wholly responsible for coverage of that important area in this journal's field.

Mrs. McCauley was a woman of rare courage, ability and determination. Widowed as a young woman with an infant daughter, she made her way by her own strong will and very real capabilities in a field where few women venture—industrial journalism in the area of fisheries and marine affairs.

She is survived by her young daughter and her mother.

Quentin Rud, an experienced reporter, photographer and advertising man with a record of experience in fisheries work, in the advertising field in Los Angeles and Seattle, and most recently on the staff of the Aberdeen, Wash., *World,* succeeds Mrs. McCauley as *Pacific Fisherman's* representative in Southern California.

Three Boys "Borrow" Mike Trama's Boat

Mike Trama received a jolt last month when he found his 38-ft. *Fisherman,* valued at $18,000, missing from her berth at Fisherman's Wharf, San Pedro. He learned later that three runaway boys, all 14 years old, had decided on a cruise, boarded the vessel in the night, and sailed her to Catalina Island, where they dropped anchor in Avalon Bay. There, port authorities investigated, then turned the youthful crew over to juvenile authorities.

STANDARD ENGINEER'S FIELD REPORT

PRODUCT DIESEL FUELS

FIRM YOURS!

New Detergent-Action diesel fuels

ANTI-RUST TEST: Polished steel spindles were immersed in diesel fuel containing 8% sea water, and agitated at 140°F. After 20 hours, spindle in ordinary fuel (left), shows severe rust and corrosion damage; spindle in Detergent-Action fuel (right), shows no harmful effects.

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- **Exclusive . . . at no increase in price!**

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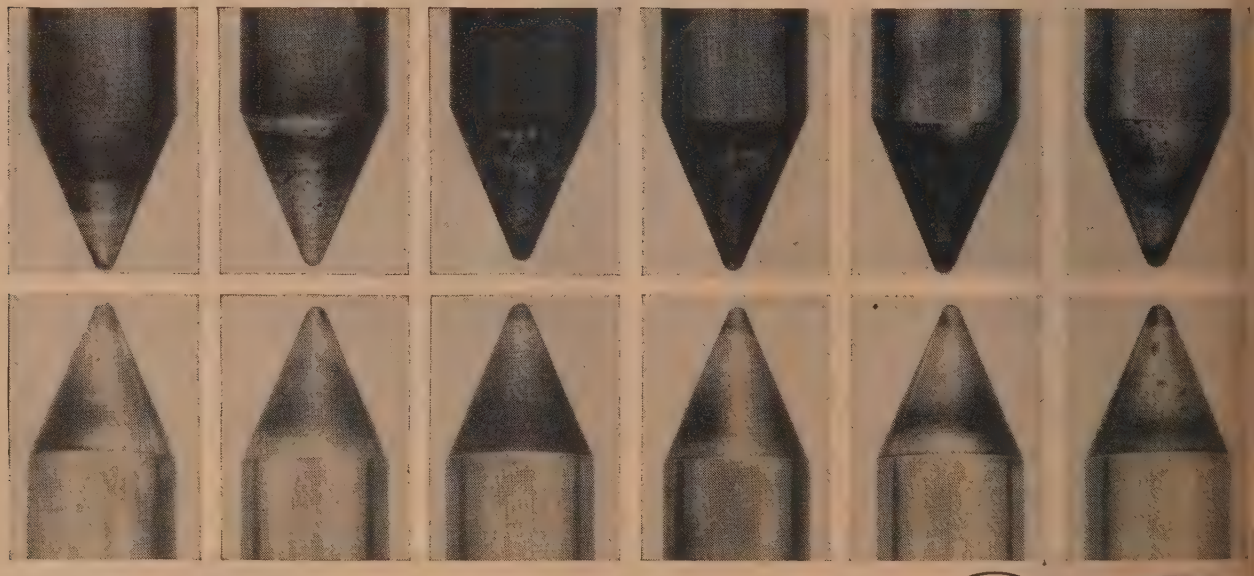
100,000 hours of heavy-duty operation proved the superiority of these new fuels. No other diesel fuel on the market offers you the advantages of Detergent-Action with fuel system anti-rust protection. And these important extras are yours at no increase in price!



INJECTOR DEPOSIT TEST: Injector plungers of Cummins diesel engines were first cleaned, then subjected to 100 hours operation under high load. At end of test, plungers using ordinary fuel (top) were fouled with heavy smoke-causing deposits. Plungers using Detergent-Action fuel (bottom) remained clean.

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STANDARD OIL COMPANY OF CALIFORNIA

Finessing the "Ace"--

Difficult Dual Salmon-and-Tuna Role Surrendered for Specialty

● Specialized nature of tuna fishing, and today's demand for the utmost in effectiveness—coupled with economy in operating cost and in maintenance expense—called the trick for Western Boat Building Co., which this spring is modernizing its big combined tuna clipper-freezership *Western Ace* for further duty in the tuna trade alone.

She's being altered, improved, re-equipped and faired-away for a new low level in operating cost and maintenance—"finessing the *Ace*" you might call the operation generally, if you're not too much of a purist in your insistence on the accuracy of the card-player's terminology.

● After a number of years of service, *Western Ace* came back to her home yard in Tacoma this spring for the conversion job, which will follow closely the work done by the company on her sister craft *Western King,* which sailed from Commencement Bay in February on her maiden trip for tuna.

In the original concept of *Western Ace,* the 170' ATR hull was fitted up to work in two trades: (1) as a long-range, top-size tropical tuna clipper; and (2) as a Bristol Bay salmon freezership.

Plan of operation was for her to break off tuna fishing in the late spring, going north to Bristol Bay with a satellite fleet of gillnet fishing craft in June. There she'd receive Red salmon from her fishing boats, freezing it in stepped-up high-capacity refrigerated brine tanks built into her after house, and then storing the salmon in her low temperature cargo wells. After returning the salmon to Puget Sound for canning at the end of July, *Western Ace* would set out for California to ship a crew of tuna fishermen for the tropical fisheries.

This was the plan, and it looked good on paper. However, in actual operation it provided problems.

The two trades made different demands, and for a vessel to be able to satisfy them all imposed limitations and complications which impaired her effectiveness in each. She could discharge both duties, but at the sacrifice of efficiency in each.

With this demonstrated by four years of operation, the Western Boat Building Co. elected the tuna trade as that in which *Western Ace* hereafter will specialize. Moreover, after completing the *Western King* to new concepts previously discussed in *Pacific Fisherman,* it was decided to bring the *Ace* as closely as possible into conformity with this pattern.

Western King and her fleetmate **Western Ace,** side by side at Tacoma. Starboard extension of the bait tank housing to the rail of the stern quarter is apparent. The **Ace** conversion project was undertaken a few days after this picture was taken.

What is the Problem?

● Specialized requirements for salmon freezership duty which imposed handicaps on the *Western Ace's* activities as a tuna clipper were several, and they are being eliminated or offset as fully as possible.

As a freezership, the vessel had to provide living quarters for some 45 persons, against 18 for a tuna clipper of her size. This was done by building quarters into her deck house, which made a large demand on space and reduced comfort and convenience. Quarters unneeded for clipper duty are being eliminated and the space used to promote crew comfort and improve efficiency of vessel arrangement.

Salmon freezing practice calls for freezing the fish as rapidly as possible in order to prevent deterioration and salt penetration. Physical differences in tuna discount this demand for excessive speed of freezing—although of course it is always desirable to get the fresh-caught fish into frozen condition as soon as possible. The accelerated freezing facilities required by the salmon trade consisted of wells built into the after end of the vessel's house. After the salmon were frozen there, they were transferred to the

---

NOTE—The first phase of the current tuna fleet enterprise of the Petrich family, that dealing with the "Western King" and the concept under which she was commissioned, appeared in the preceding issue of this journal. It should be read in connection with this article on the "Western Ace."

Sisters, side by side at Tacoma, with another ATR hull—a prospective **Western Queen**—in the left foreground. The **Western King,** shown here on the left, was ready to depart for her Puerto Rican tuna service; while the **Western Ace** was ready for her extensive conversion project to begin.

cargo wells for storage. This handling is undesirable on a tuna clipper and the deck house facilities are being converted to simple brine well duty.

High delivery rates are characteristic of the Bristol Bay salmon fishery — and greatly to be hoped for of course — but they require "crash" freezing capacity on the part of the freezership.

This is because when the fishing is good the gillnet boats are delivering in volume, and the fish must be cared for immediately. This calls for high-capacity refrigeration, which can be pushed to a peak load over the relatively short periods of excess demand.

Fishing rate in the tuna industry is much lower; but on the other hand it is necessary for the vessel to maintain her catch in frozen condition over a much longer period. The entire Bristol Bay salmon season is only 30 days in length, and the fish are canned immediately thereafter.

In short, the salmon trade calls for flexible, high-capacity refrigeration equipment which can deliver excessive freezing effect for a short period.

Tuna fishing, on the other hand has a more constant demand, which must be sustained for long periods.

As originally equipped for combined salmon and tuna service, the *Western Ace* carried a number of high-speed, 12-cylinder, V-bank refrigeration compressors, direct-connected to high-speed diesel engines.

Because of the owner's preference for low-speed, heavy-duty comprssors with electric motor drive for tuna service, these V-type high-speed compressors are being replaced in the *Ace* with three 7½ by 7½ York duplex compressors identical with those aboard *Western King*. They are driven by 60-hp. electric motors. To handle the increased electric load, a new Superior diesel engine of 230 hp. is being installed to drive a 150-kw. generator, supplementing the two General Motors diesel-generating sets originally installed.

In line with the concept of virtually world-wide tuna operations given form in the *Western King*, her fleetmate *Western Ace* is being similarly equipped with R.C.A. "High Seas" radiophone facilities, which permit her master to work direct with either New York or Los Angeles from the principal American tuna areas. This equipment guards 11 frequencies and has 150 watts of power. In addition, there is a Northern 100-watt auxiliary radiophone. Both boats are equipped with Radiomarine inter-com units.

A major element in the Petrich approach to profitable tuna clipper operation calls for cost-cutting through reduction in maintenance charges, always an onerous item in the bait boat's bill of expense.

To cope with these costs, the Western Boatbuilding Co. is renewing all refrigeration coils in the clipper's wells with Dimetcote, a system of galvanic protection. This material is a product of Amercoat Corporation, Los Angeles. Beside the coils, the wells are similarly protected.

Pumps and piping are being coated with synthetic rubber wherever this is possible; and the shaft alley is being altered to permit maintenance of the pumps and motors and piping of the cargo refrigeration and bait-water systems without the heavy labor costs hitherto experienced.

● Work on the *Ace* is so extensive that it will take some time to complete, and the owners probably will be able to profit even further by the *King's* experience on her first trip before the "finessed" *Ace* is finished and sent out again for fish.

Where will she fish? That can't as yet be said, for definite arrangements are not believed to have been made. However, following out the Petrich policy, it will be to deliver American fish to American canneries, wherever and however necessary to compete with the fleets of other nationalities in the growing and expanding tuna fisheries of the world's tropical seas.

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LEWIS WYNDER BROWN has owned a Chrysler-powered boat for 13 years. "I've never lost a day's work with the engine," Brown says. "She has never failed to kick over. She handles well and idles sweet."

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J. W. FERGUSON has been oystering for 32 years, now owns three Chrysler-powered boats. "Chrysler Engines have always given me trouble-free performance," says Ferguson. "Two years ago I sold my son a 14-year-old Chrysler engine. She's still a smooth running engine today. All we've ever done is change the rings."

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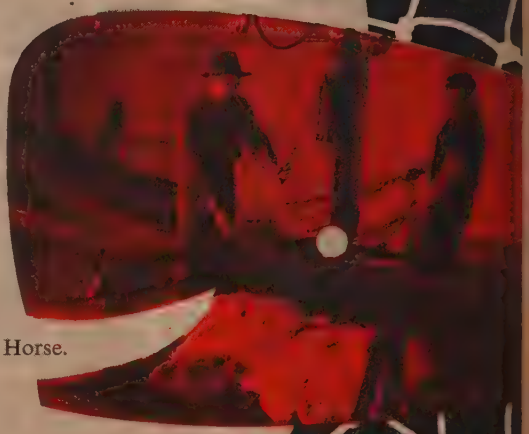

GENERAL PETROLEUM CORPORATION

3 Days a Week — —

That's the International Sockeye Fishing Season

• How to produce a regulatory formula that would allow more fishermen, with more boats and better gear, to operate longer in the exploitation of a limited run of Sockeye, while keeping everyone reasonably happy, and at the same time discharge its solemn responsibility to provide escapement adequate for the maintenance and upbuilding of the resource was the formidable, if not impossible, task of the International Pacific Salmon Fisheries Commission when it met with its industry advisory board in Vancouver May 9.

From that meeting issued proposed regulations, and the obvious conviction that they would not fully satisfy anyone. Spokesmen for U. S. seiners declared they simply couldn't "exist" on a three-day fishing week. Gillnetters' representatives in British Columbia claimed that something must be done to insure a more stable and economically sound situation, and asked for an all-out government inquiry.

But while there were protests, all members of the advisory board seemed agreed that Director Loyd Royal and all members of his staff as well as the Sockeye Commission itself were doing their best to cope with an extremely difficult emergency situation—the need for effective regulation of a vast potential fishing effort in such a way as to provide adequate eecapement in the interests of long-term conservation of the Fraser River Sockeye fishery.

• The Commission was handicapped by the hiatus in administration of Washington state fisheries because of the resignation of Robert J. Schoettler as director and the delay in appointment of a successor, coupled with the lack of a replacement for Eldon B. Jones, another resigning member of the Commission. Arnie Suomela, the third U. S. commissioner, attended the Vancouver session with Milo Bell acting as a U. S. observer, but Mr. Suomela left soon afterwards for Europe. Since Mr. Schoettler was also about to leave for his new federal appointment in Viet Nam, the meeting was the final opportunity for a U. S. quorum on the commission to deliberate until such time as new appointments are made.

Mr. Schoettler presided at the Commission session for the last time, and his departure was noted with regret by members of the advisory group who expressed their appreciation of his service. In his remarks Mr. Schoettler said: "Only by preserving international unity can we continue effectively to counteract the selfish interests who would sidetrack the fishery resource to economic oblivion. For instance, an early and equitable settlement between our two countries on the power resources of the Columbia River is essential to the preservation of the Fraser River fishery.

"In Canada," said Mr. Schoettler, "you have maintained an effective organization within and without your industry. In respect to the U. S., I would recommend a closer liaison between fishermen, the packers, the sportsmen and the government itself. Solid organization is lacking and should be brought about irrespective of competition or differences of opinion."

Senator Thomas Reid will serve as acting chairman of the Commission in succession to Mr. Schoettler. Other Canadian commissioners at the meeting were A. J. Whitmore and F. D. Mathers.

• Predicament of the U. S. packers during the period of uncertainty in Washington state affairs was stressed by John N. Plancich. "We've wasted three months not knowing what regulations would govern our operations," said Mr. Plancich, who urged a minimum of four days' fishing a week for Sockeye and five days for Pinks, with compulsory reduction in the efficiency of gear on a proportionate basis to accomplish the conservation objective.

To break a deadlock regarding proposed regulations for the Canadian fishermen, Richard Nelson, head of Nelson Bros. Fisheries, proposed that during the fishing period permitted seiners would operate between 6 a.m. and 6 p.m. and gillnetters between 6 p.m. and 6 a.m., this proposal winning the support of the Canadian gillnetters represented by Peter Jenewein. The suggestion was subsequently incorporated in the regulations.

Mr. Royal outlined the Commission's problem and its proposals to enable fishermen to operate longer

Sockeye Commission Fishing Season Proposals

West of Angeles Point-Race Rocks line—

Both Nations

Purse Seine—Closed 5 am. June 24 to 5 am. July 22; open daily, 5 am. to 5 pm. each Monday, Tuesday and Wednesday, July 22 to Aug. 12.

Gill Net—Closed 5 am. June 24 to 5 pm. July 22; open day, 5 pm. to 5 am. each Monday evening to Thursday forenoon, July 22 to Aug. 12.

Traps—Closed 5 am. June 24 to 5 am. July 22; open, 5 am. Monday to 5 am. Thursday, July 22 to Aug. 12.

East of Angeles Point-Race Rocks line—

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Purse Seine and Reef Net—Open 4 am. Monday to 9 pm. Wednesday, June 26 to Aug. 19.

Gill Net—Open 6 pm. Monday to 8 am. Thursday, June 26 to Aug. 11; open 6 pm. Sunday to 8 am. Wednesday, Aug. 11 to Aug. 19.

East of Point Angeles-Race Rocks line, including Strait of Georgia, etc.—

Canada only

Open Tuesday to Friday, June 26 to July 31; open Tuesday to Thursday, July 31 to Sept. 3.—Purse seines open from 6 am. to 6 pm. and gillnets open 6 pm. to 6 am. within this seasonal period.

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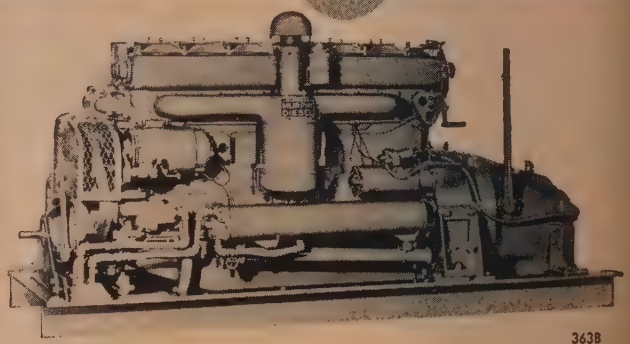

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without jeopardizing the escapement. The Commission could not control gear as such, and it wasn't practical to attempt fishing on alternate days, partly because of the rising efficiency of gear. Whatever was done, the industry would be faced with an economic problem that had to be lived with. Size of the run, amount of gear used and escapement variables were the three dominating factors in any decision that might be reached.

"What we want is a constant flow of fish to the river, without sharp interruptions," said Mr. Royal. "We also want to get some of the romance out of fishing and make it exclusively a working job without its being crowded by neophytes and week-end fishermen. It's too tough to make a living fishing these days without having the inefficient engaged in it."

John Vitilich Buys Bregante Fish Co.

The Bregante Fish Co., pioneer San Diego wholesale fish company, has been sold to the Chesapeake Fish Co., owned by Johnny Vitilich. Anthony Bregante, eldest of three brothers who operated the fish house, retired recently. Fred and Vic Bregante joined the Chesapeake organization at 945 W. Harbor Drive.

Dave Davisson Heads Calif. Trollers Group

Dave Davisson, Berkeley, skipper of the salmon troller *Steelhead,* has been elected president of the newly formed Central California Trollers Association, which makes its headquarters at Evans Radio Dock, foot of 19th st., Oakland.

Other officers are Marvin Hoy, Sausalito, *Madlyn,* vice-president; and Mrs. Ray Wadsworth, Oakland, secretary-treasurer. Mrs. Wadsworth's husband is skipper of the *Paul C.*

Purpose of the new organization, which has a branch in Moss Landing, and more than 100 members, is interest in legislation for better salmon fishing, and working with the sportsmen's interests to this end.

During the present legislative session three trips were made to Sacramento by delegations of 18-20 members of the association.

"Hattie Joe," Albacorer, Sold to Al Davis

Sun Harbor Marina, Ltd., San Diego, reports the sale of the 46½' Albacore-salmon boat *Hattie Jo* to Al Davis. G. G. Gunn, former owner, now is chief engineer on the *Kitty Hawk.*

Calif. Ocean Salmon Netting Bill Signed

Governor Goodwin Knight signed the bill approved by the California Assembly and Senate prohibiting Californians from using nets for fishing salmon in the Pacific.

Assemblyman Frank P. Belloti (R-Eureka) said similar salmon net bans are being considered in Oregon and Washington, while Canada has already pledged to inaugurate such a prohibition.

Mr. Belloti said that the California law would be effective only if the other two states and Canada go along.

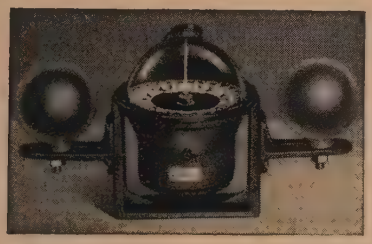
Lost Japanese Clipper Replaced by Giant

Replacing the lost Japanese tuna clipper *No.* 2 *Seiju Maru,* which was wrecked off Borneo last November, is a gigantic clipper of 1,170 gross tons. She is named *No.* 3 *Seiju Maru.* The lost vessel was a 693-ton craft.

The big clipper carries a main diesel of 1,700 hp., with twin auxiliaries of 200 hp. each. Maximum speed is 12 knots.

Capacity of the vessel's holds is approximately 1,000 tons of frozen tuna. Her initial field of fishing will be in the Atlantic, with probable delivery to Italy or Brazil.

BUILT TO TAKE IT!



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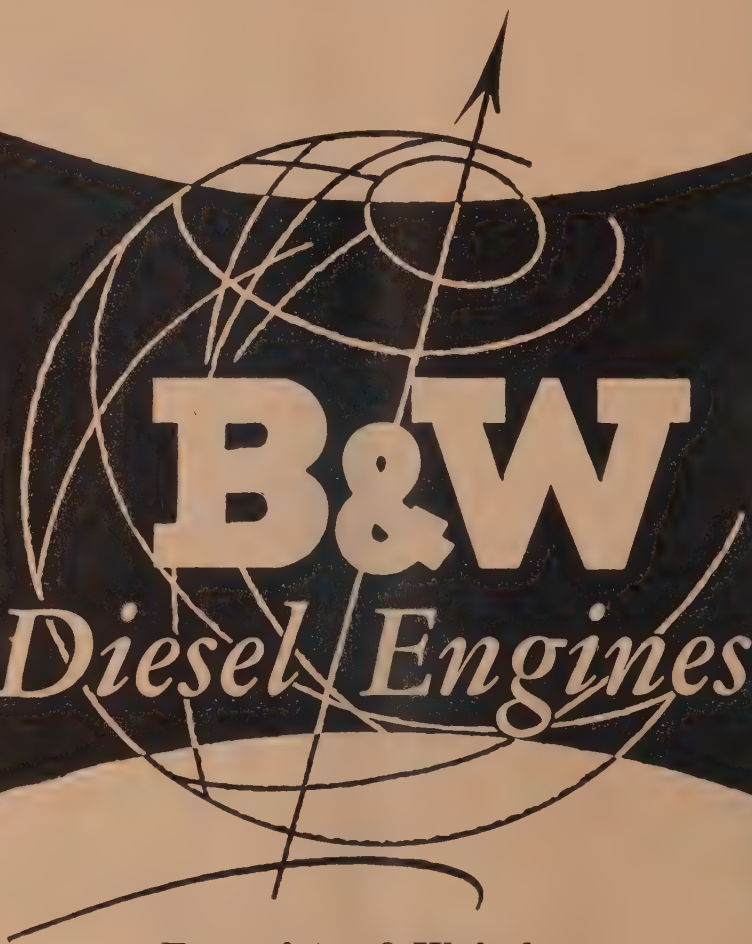

Burmeister & Wain have established a subsidiary company in British Columbia

In order to develop the contact with our connections in British Columbia, we have established a subsidiary company in Vancouver. The name and address of the company will be:

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Seattle Trawlers Chartered For Research Work

● Two Seattle schooners, the *Mitkof* and *Tordenskjold*, left Puget Sound in May to carry out marine studies for the U. S. Fish and Wildlife Service. The trawlers chartered for King crab and exploratory trawl studies will work from S. E. Alaska to the Bering Sea.

The *Mitkof*, chartered for King crab studies, will be skippered by Ivar Anell, owner of the vessel. A three-phase program is planned for this vessel which will include: (1) Tagging studies; (2) an investigation into the quantities of crabs and productivity of commercial grounds, and (2) oceanographic studies to determine current patterns and chemical oceanographic conditions in these areas. The *Mitkof* is reported to be carrying a variety of commercial gear and scientific instruments. Two experimental beam trawls, several types of otter trawls and crab pots will be used to capture crabs. Other instruments to aid the study will include a fish finder, current meters, devices to measure the spread of the otter trawl net and Olympic cable meters.

The schooner-trawler *Tordenskjold* left Seattle in mid-May to conduct exploratory bottom fish studies from Dixon Entrance to the Baranof Island of S. E. Alaska. The vessel, owned and skippered by Carl Serwold of Seattle, is expected to work on this project for a period of six weeks after which exploratory King crab work will be carried out South of the Alaska Peninsula and the Eastern Aleutian Islands. A total of 110 and 150 days will be used to complete these two studies.

Carl, an old hand in the trawl business, should find the study of bottom fish stocks off S. E. Alaska an interesting project. The results of the study should add considerable information to the extent of bottom fish in this area.

As the *Tordenskjold* was engaged in king crab studies for the U. S. F. W. S. in 1956, the latter part of the cruise will also be aided by the experience of the crew and skipper. It is planned that a biologist will join the *Tordenskjold* during the crab studies to collect data on sizes of crabs encountered and to tag crabs South of the Shumagin Islands.

Melvin R. Greenwood and Harold Johnson will be aboard the *Tordenskjold* as representatives of the Exploratory Fishing and Gear Development Section of the U. S. Fish and Wildlife Service.

What About Bulk Handling of Fish Meal?

● According to the U. S. Fish and Wildlife Service, Seattle Technological Laboratory, the cost of transporting herring meal from Alaska could be considerably reduced by bulk handling. At the present, meal is sacked in burlap bags and shipped by barges. Bulk handling of meal in place of sacking would offer savings by eliminating the costs of the sacks and by reducing the labor involved in loading the barges. Handling costs at the port of entry also could be reduced as costs of unloading, using modern bulk han-

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The new 65-foot *Palomar*, flagship of Oceanside's 9-boat fleet, is powered with left and right GMC 671 diesels.

Buster Kolb, secretary; Ray McCullah, president; Ludie Britsch, vice president of Oceanside Sport Fishing, Inc., Oceanside, Calif.

"T5X...remarkable performance in marine diesels"

"Although my experience with Union's T5X Motor Oil dates back to 1946, I'm continually amazed with its remarkable performance in marine diesels," writes Ray McCullah, president of Oceanside Sport Fishing.

"To cite examples—the 2400 'Cat' which powers our 65-foot sportfisher, *Oceanside*, has not yet required an overhaul after more than 15,000 hours. And when we overhauled the 'Jimmie' in our 48-foot *R-Zee* the bearings looked like new after seven seasons of six months each, seven days a week...*not one single pit.*

"Since we started this operation in 1949 we've used T5X and other Union Oil products 100%, and during that time *we've never lost a day's revenue from any boat due to engine failure.*"

The performance of T5X Motor Oil is, as Capt. McCullah says, truly *amazing*. It's rapidly becoming the all-time favorite of top fleet operators on the Pacific, Gulf and Atlantic coasts. Try T5X in your own engines and you'll see why.

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lling equipment, would be considerbly less.

Before bulk handling becomes a eality, however, certain problems will ıave to be solved. One of the most lifficult of these is the control of pontaneous heating of the meal, as t might cause fires aboard the transorting vessels.

Investigations sponsored by the U. S. Fish and Wildlife Service and the Territory of Alaska have shown that spontaneous heating begins when the meal leaves the drier and continues for 6 to 0 hours or longer. Results of various aboratory experiments indicate that it s possible to store herring meal in ulk without subsequent spontaneous ıeating by allowing the meal to go hrough its initial heating under conrolled conditions in the processing lant prior to storage. If the findings n these laboratory experiments can e applied successfully to larger quanities of meal, the major obstacle to he bulk handling of herring meal will ıave been removed.

Seattle Trawler Takes Rare Electric Ray

The trawler *Confidence* fishing out of Westport, Wash., in about 40 to 50 fathoms of water landed a strange saucer-like ray. Being unfamiliar with the weird looking fish, the skipper, Louie Zurich, placed the fish in the hold and shipped it to the Seaport Fish Company in Seattle. Biologists from the Washington Department of Fisheries were called to identify the sea oddity and reported the three foot saucer to be an electric ray. The 34-pound ray was reported to have an electric organ on each side of the head and enough voltage to knock a man down or paralyze a man's arm. The specimen was sent to the Washington School of Fisheries for further study.

Commercial Vessels Win Albacore Survey Charters

The U. S. Fish and Wildlife Service has awarded contracts to seven commercial fishing vessel owners for Albacore tuna trolling surveys in waters off northern California. Oregon and Washington. Dr. Albert L. Tester, director of the Pacific Oceanic Fishery Investigations at Honolulu, stated the seven successful bidders receiving contracts are Les Withee, Garibaldi, Ore.; Jim Lyons, Seattle, Wash.; Gus H. Wagner, Newport, Ore.; Hermann Hunter, Fields Landing, Calif.; Hunter & Foland, Fields Landing; Erling Kolnes, San Pedro, Calif.; and O. James Barbeau, San Diego, Calif.

Contracts for two more survey vessels were sought by Dr. Tester and sealed, competitive bids were received from boatowners May 29.

The vessels will troll along parallel east-west tracks extending about 350 miles offshore and return to a point near that of departure. The tracks are about 40 miles apart and have been arranged so that vessels from the various fishing ports can get to starting points and return from ending points with little dead running time. The survey will start about July 22 and vessels will be allowed from 10 to 22 days to complete the survey. The fishermen may fish promising areas at their own discretion.

The trolling pattern constitutes an intensive fishing survey of a band approximately 350 miles wide off the coast between Point Arguello, Calif. and Destruction Island, Wash. At the same time two Government vessels of the Pacific Oceanic Fishery Investigations will patrol the area collecting scientific data such as food abundance, temperature, water transparency, and currents to determine the conditions which govern the occurrence and movement of the Albacore.

"Bond" and "Robt. K." Sold to Mexico

The 60′ tuna boat *Bond*, formerly owned by Roy Wilson, and the Albacore vessel *Robt. K.*, Robert K. Smith, owner, have been sold to Pesquera Cabo Haro, S. A., Guaymas, Son., Mex., operated by Antonio Bruard. Both vessels will be converted to shrimp trawlers.

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Moss Landing Price Dispute Settled at 42 and 34 Cents

● The early opening of the commercial salmon season took many Moss Landing fishermen by surprise. Although they had been working for the bill, only a very few thought it would be signed into law this year. Word was received from Sacramento by the Fish & Game in Monterey and within a few minutes had spread to every fisherman for miles around. Already pushed for time as the men generally are, the new date increased the tempo here to work almost around the clock.

When opening day did arrive a price dispute developed delaying departure of boats ready for the season. Almost 10 days later, buyers and fishermen agreed on the settlement of 42c a pound for fish over 12 lbs. and 34c for fish under. Few fish "in the round" are brought in there, but that price was pegged at 6c lower in each bracket.

The new Fishermen's Co-operative in Moss Landing worked in close conjunction with buyers and fishermen's groups in other central and northern California ports to bring about the satisfactory settlement in price. Those heading the new organization are President Don Coffill of the *Harriett Mae*, Secretary Bruce North of the *Judy II*, and Treasurer Stanley Haskin of the *Lizzart*.

From April 15 until the price settlement trollers arrived at Moss Landing from the south in a steady stream. Bill Skipwith of the *Nancy Jean*, Bob Abbott on the *Betty A.*, Davis Danielsen and his father Captain John, hale and hearty as ever, were in on the *West Point*. Others included Roy Myking of the *Ellie IV* and his brother Lloyd on the *Ragnar M.*, Leif Reinholdtsen of the *Norfjord*, Earl Gronnel and John Syfert on the *Two Bens*, Curt Olson of the *Ruby II* and Bob Ruiz on the *Atka*.

Moss Landing fishermen Oscar Vienola on the *Ann-Marie*, Oren Addleman of the *Dolores J.* and Bill Johnson and his wife on the *Elsie*, were among the first to leave that port. Conrad Pedersen on the *Sun-Ra*, Bob Mason of the *Selma J.*, Bill Harder on the *Seaway*, Bruce North of the *Judy II* and Mike Schroeder on the *Mandy* planned to fish around the Eureka area where catches were good last year. Guy Thompson on the *West Wind* and Norris and Errol Scriver on the *Jeanellen* continued to fish locally along with several hundred smaller boats from Monterey, Moss Landing and Santa Cruz.

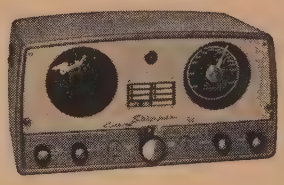
Fishing was rather poor until about the first of May when it began to pick up. A number of boats brought in 300 lbs. for a day's work while those totaling 100 lbs. were numerous.

Curt Olson coming up from San Diego late in April on his *Ruby II* reported seeing immense quantities of feed and flocks of birds on the course he was following 30 to 40 miles offshore. Until recently the good fishing factors have been absent.

* * *

John McGuire has renamed his boat *Bobby*, the *Pisces*. Art Erwin of the *Edith M.* was the first fisherman in Moss Landing to buy his commercial license this year. Norris and Errol Scriver on their *Jeanellen* returned home just before salmon season from a marlin fishing trip to Mexico on their boat. Joe Fernandez has installed a Wood Freeman automatic pilot on his boat *Donna F.* Gus Angellsen and his son Odd were in Moss Landing on theird *Tuscan* for several days. Earl Harbell on the *North Sea* and Ole Hansen of the *Ronny* were also in port.

BENDIX 25 WATT RADIOPHONE PASSED BY F.C.C. UNDER NEW LAW



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The new law for vessels carrying more than 6 passengers for hire provides that radiotelephones installed after March 1, 1957 must have at least 25 watt power output.

F.C.C. Bulletin No. 1007h describes the new regulations and lists the Bendix Custom Skipper 42 Radiotelephone (25 watts output) as meeting these requirements.

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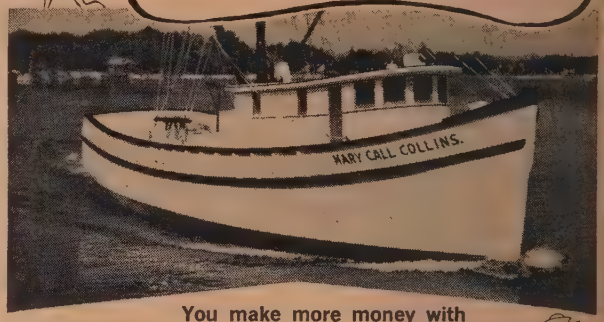

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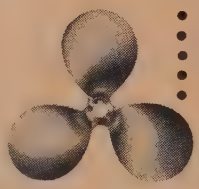

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Stringent Rules Applied to Fish Fleets on Sound

Stringent Puget Sound fishing regulations designed to conform to the rules of the International Salmon Commission were laid before the Washington fishing industry at a hearing in Seattle May 24 by Milo C. Bell, acting director of fisheries.

The regulations set-up two areas, No. 1 being outside the "77" line, but not westerly of a line from Ediz Hook Light to Race Rocks Light.

Area 2 runs westerly from this line to a line between Tatoosh Island Light and Bonilla Point.

Seasons

Puget Sound Area No. 1 will open June 17. Area 2 (Strait of Juan de Fuca) will open July 22. Sockeye Commission controls will begin June 14 and continue until August 19, when Pink salmon regulations prevail. The fall season for Silver salmon will begin September 23 and continue through October 18. The Chum season will close November 1.

The Skagit Bay Chinook season will open June 17 and continue until August 3.

All inside Initiative 77 areas will be open for the Pink season August 12 and remain open until November 30, subject to special closures for Pink and Chum salmon.

Fishing Weeks

In Area 1 the first week will be five days extending from 4 a. m. June 17 to 8 p. m. June 21 for purse seines, drag seines and reef nets, and from 4 p. m. June 17 to 6 a. m. June 22 for gill nets.

Recommendations of the International Sockeye Commission for the period June 24 until August 19 are for a three-day fishing week embracing Monday, Tuesday and Wednesday. Strait of Juan de Fuca (Area 2) west of a line projected from Ediz Hook Light to Race Rocks Light will be closed until July 22. The three-day week will prevail in those waters from July 22 until August 19.

The Pink salmon season will open August 19 with a five-day week in outside waters. The five-day week will continue through October 18.

A five-day week will prevail during the Skagit Bay chinook season.

A three-day fishing week will prevail in all Inside Initiative 77 areas during the Pink salmon season from August 12 until September 23, subject to a special closure in Port Susan-Port Gardner (Area 5).

A five-day week will prevail during the silver season from September 23 until October 18. The week beginning October 21 will have four fishing days, and that beginning October 28 three fishing days.

New "Albacore" Ordered For California Patrol

Contract to design a new offshore patrol boat for the California State Department of Fish and Game has been awarded to L. C. Norgaard & Associates, San Francisco naval architect firm.

The new boat will replace the *Albacore* presently in use by the department for checking on commercial and sports fishing in coastal waters from Eureka to Morro Bay. The new *Albacore* will be bigger, faster and have more stern space.

The new boat will have a steel hull 85 by 22′ with 6′ draft and its two 500-hp diesels is expected to give it a speed of 15 knots. She will have a range of 50 hours.

Albacore will carry a crew of six men and skipper. Capt. Ralph Dale, Jr., master of the present *Albacore* is expected to transfer to the new boat when she shall be commissioned.

Ready to bid by August of this year, plans for the new patrol boat include radar, depth sounder and radio. The old *Albacore*, still in excellent condition, will be sold by bid at the time the new boat goes into service.

"Alaska Reefer" Sails Early for Bristol Bay

The 174′ *Alaska Reefer*, owned by John and Steve Vilicich, sailed from San Pedro at midnight May 15 for Bristol Bay. She carried five 32′ gillnetters on her deck.

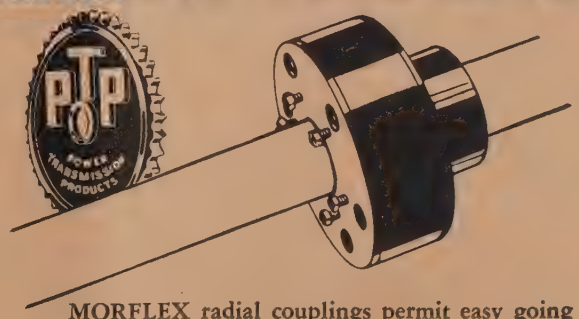
"Paloma" Gets "Jimmy"

Bill Kellerman, owner of the 40′ Albacore boat *Paloma* of San Pedro, is installing a 3-71 G. M. diesel, which will turn a 32x28″ propeller. Drive will be direct, with front power takeoff for running auxiliary equipment. Mr. Gordon Blahnik of Crofton Diesel Engine Co., San Pedro, sold the engine.

Power for "Mary T."

Frank Turchino, skipper of the San Francisco crab boat *Mary T.*, has repowered her with a General Motors 2-71 diesel engine equipped with Snow & Nabstedt 2-1 reduction gear, purchased from and installed by Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco.

MARINE COUPLINGS



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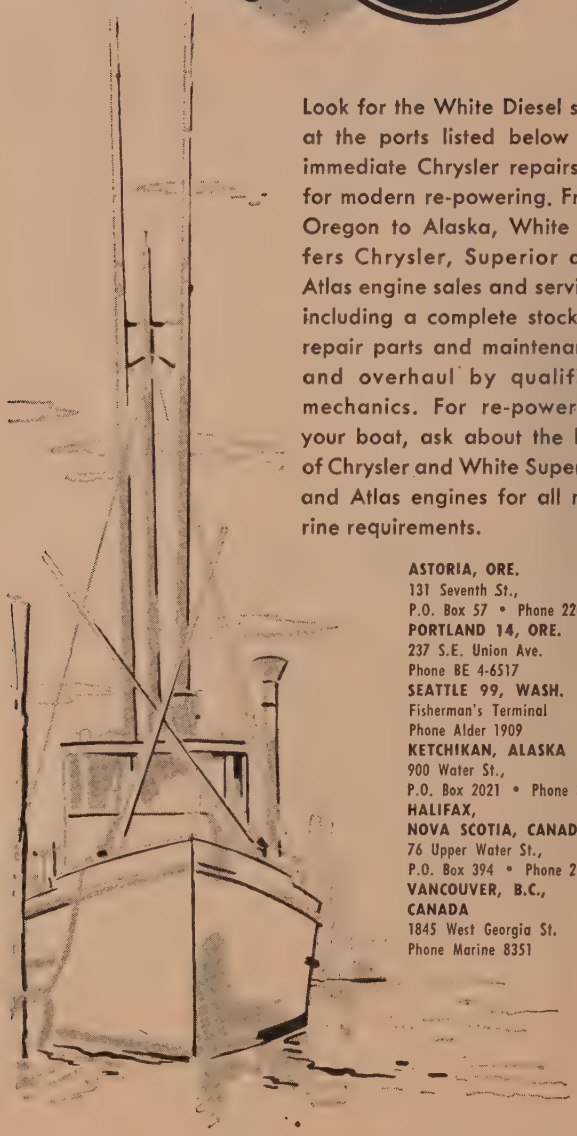

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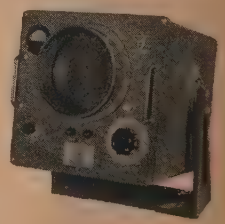

Edo CORPORATION

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LINES and LEADERS

George Searles Heads Sales Of U.S.S. Wire in West

Appointment of George W. Searles as manager, Wire Rope and Electrical Wire Sales for U. S. Steel's Columbia-Geneva Division was announced recently by Ralph V. Seely, Vice President-Sales.

In his new position, Mr. Searles will be responsible for all headquarters distribution functions relating to the sale of wire rope, strand, electrical wire and cable, and pre-stressing materials throughout the seven Western states.

Mr. Searles started with U. S. Steel in 1948. In 1954 he moved to Los Angeles as Senior Sales Representative - Electrical Wire for Columbia-Geneva Division, where he has remained until his present appointment.

George W. Searles, manager, wire rope and electrical wire sales, Columbia-Geneva Steel Division, U. S. Steel Corporation, selling seven western states.

American Marine Paint James William Wulff

American Marine Paint Company announces the appointment of William M. Wulff to its sales staff in the Pacific Northwest, with headquarters in Seattle. Mr. Wulff, well-known in the area, has been active in the paint industry for twelve years.

His appointment is part of American Marine's expansion program in the commercial fishing industry.

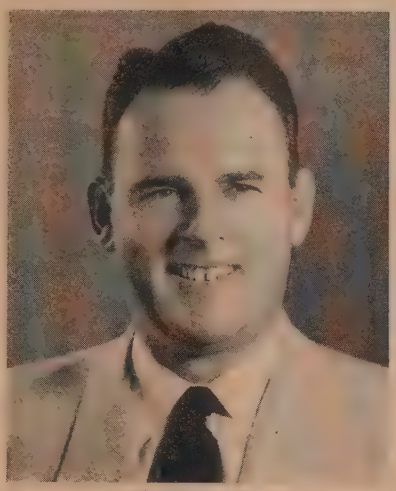
Burmeister & Wain, Great Diesel Name, Comes to Pacific Coast

An interesting development in the engine business is the current move to the Pacific Coast of Burmeister & Wain, the famous Danish engine building house which recently acquired the Lathrop Engine Co., an old-line American builder of gas and diesel engines for fishing vessels.

Although Burmeister & Wain for many years has been known as a builder of big diesels, its move to the Pacific Coast coincides with special emphasis being applied to engines of size and type specially fitted for the fishing field.

The company recently opened a distributing office in Vancouver, B. C., where J. Muelengracht is manager. He recently was visited by P. A. Christensen, president of the Burmeister & Wain American Corporation of New York, who also stopped in Seattle to confer with H. G. Laughlin, for many years Lathrop engine distributor there.

While on the Pacific Mr. Christensen mentioned one of the most recent installations of a Burmeister & Wain diesel in a fishing craft. This was the east coaster "Jean & Edith," 62' long, which is now powered with a Burmeister & Wain Alpha type 344 V, 4-cylinder diesel rated at 180 hp. at 450 rpm.



Albert E. Stevens

who succeeds R. M. Douglas as manager of the wholesale distributor division in the San Francisco headquarters of Standard Oil Co. of California, Western Operations. Mr. Stevens has served the company in responsible positions in all three Pacific states.

Deutz Diesels Again Available For Fishing Craft in U. S.

Establishment of a special Deutz Diesel Marine Engine Department by Diesel Energy Corporation, 82 Beaver Street, New York City, is announced by R. D. Friedlander, general sales manager of the company, which is the sole United States representative of Kloeckner-Humboldt-Deutz AG. of Cologne, Germany.

The new department will promote the sale of Deutz marine engines, in a complete line of medium and slow speed water-cooled heavy duty marine engines up to and including 2000 bhp. at 275 rpm, and a line of air-cooled marine diesels ranging from 8 hp. to 170 bhp.

A good many Deutz air-cooled marine engines are installed and operating successfully in fishing vessels in Peru, and judging from the incoming orders, a number of Deutz air-cooled marine diesel engines will soon be installed in many vessels in the United States.

The Deutz air-cooled diesels range up to 150-hp. They are exceptionally light in weight and are reported as economical and extremely dependable.

C. D. "Jim" Pitts

Formerly field sales representative for RCA Commercial Electronics Products in Washington, D. C., he was recently promoted to be manager of Radiomarine sales, San Francisco district. The RCA Radiomarine sales office is at 1075 Folsom st., San Francisco. He has announced new dealerships recently including Radio-Television Corp., Ltd., Honolulu, T. H.; Marine Radio Service, San Pedro, and Wible Radio Supply, Tacoma. All will handle the complete line of Radiomarine radio telephones and direction finders.

Brownell & Co. Advances Broadhurst, Textile Expert

Brownell & Co., Inc., of Moodus, Conn., manufacturers of Nylon seine twine and industrial synthetic cords, has recently announced the appointment of Russell Broadhurst to the position of sales manager of their Industrial Division. Mr. Broadhurst will also have direct charge of Brownell research and development.

New factory of The Fish Net & Twine Co. at Menominee, Mich., to which the full operations of the company have been moved from the former headquarters in Jersey City. The new location and the facilities installed in it give the company larger capacity than in the past. Pacific Northwest distributor of The Fish Net & Twine Co. netting is Fisheries Supply Co., Seattle.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE—Large fish cannery at Moss Landing, Calif., including land and buildings with two reduction plants, also reduction plant with steam tube dryer twin cookers and presses. Hovden Food Prods. Corp., Monterey, Calif.

COMMERCIAL FISHING BOATS for sale of all sizes, from Salmon Trollers, Combination Albacore Types, Monterey Purse Seiners to Draggers; Many Winter-moored at Moss Landing Harbor and Monterey; Prices from $1,000.00 to $85,000.00. DON WOODWARD, Licensed Broker, MOSS LANDING, California; Telephone CASTROVILLE, NEwton 3-2620; Office at Marine Store, and Standard Oil Fuel Dock, Moss Landing Harbor. (Closed Sundays)

FOR SALE: New 1D6B-APN4 lorans complete with new dynamotors, shock stands and fittings, $129.50 for 28V models; $155.00 for 12V models. Delivered anywhere on coast. Address Joseph Giannini, % Harris Yacht Harbor, Rt. 1, Box 562, Pittsburg, California. Telephone GLadstone 8-3302.

FOR SALE: Troller "Takli", 43½ feet overall, 11 net tons. 4 cyl. GM Diesel. Fully equipped. Price $12,000. Contact Henry Strand, 1519 West 100 St., Seattle 77, Wash. Phone SUnset 3567.

NYLON BRAIDED CORD used for nets, ropes, twines. Exceptional yield—high breaking strength —long life. Free samples. Ross Matthews Corp., Fall River, Mass.

FISH HATCHERY: So. E. Texas Sells to 5 states. 7 acres w/ 5rm. home. Price $23,700. Dept 8732

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Seattle Regional Fisheries Headquarters Seem Certain

Virtual assurance of location in Seattle of the Pacific Regional Commercial Fisheries Headquarters was given Senator Warren Magnuson of Washington late in May by Assistant Secretary of the Interior Ross Leffler, following the upward revision of the Fish and Wildlife Service appropriation by the Senate Appropriations Committee.

Presumably this would leave the Sport Fish and Wildlife Regional office in Portland.

This would effectively separate the two branches of the service and would remove one of the sources of friction within the service which resulted from the former wildlife dominance of each of the six regional headquarters.

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Halibut Argument Costs B. C. Fleet First Trip

• British Columbia's halibut fleet sailed to the fishing grounds May 3 after several days' dispute over conditions with the Fishing Vessel Owners Association. About 215 boats and some 1,000 fishermen were affected by what in a sense represented an eight days' strike.

Members of the United Fishermen and Allied Workers Union, representing most of the fishermen, voted 94% in favor of accepting a package deal. The main point in the disagreement concerned deduction from the crew's share to pay for echo sounder equipment. Deductions on this account were to end June 15 under the terms of the agreement finally negotiated.

A second major point was resolved when owners agreed to pay crews for loading and unloading vessels' gear for a specified period.

The halibut season formally opened May 1, but it was agreed that to give all vessels an equal opportunity none was permitted to leave port until noon May 3.

"Due to the length of the negotiations, the Canadian fleet lost the first trip of the halibut season," said a spokesman for the Fishing Vessel Owners Association. "Some vessel owners prefer to consider that the dispute has served to split the fleet and that it may turn out to be the general benefit of all concerned."

Crab Season Extended

Gov. Goodwin Knight signed legislation last month continuing the present crab seasons for two years and giving the northern California area an extra 15 days.

The northern California season was changed from Dec. 15-June 30 to Dec. 15-July 15. The Nov. 15-May 31 season in other waters of the state remains the same.

Louis Wachsmuth Dies

Louis Wachsmuth, whose name has been associated with the oyster business in the Pacific Northwest for two generations, died in Portland this spring at the age of 79. He was the proprietor of the famous Oregon Oyster House, and the owner of oyster producing grounds on Yaquina Bay, Ore., and Puget Sound.

Mr. Wachsmuth was the son of Meinert Wachsmuth, who entered the oyster business on Willapa Harbor in 1881.

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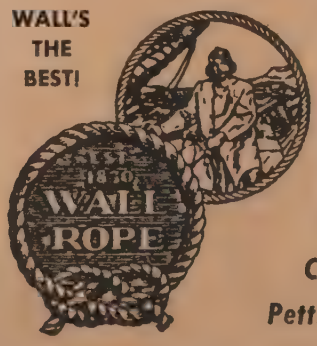

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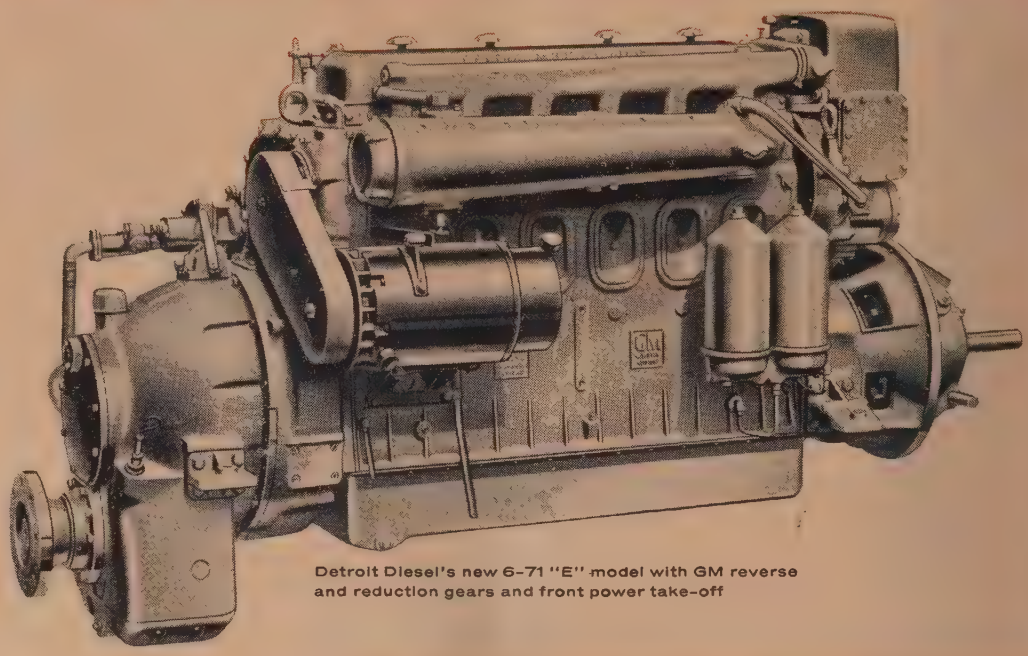

Detroit Diesel's new 6-71 "E" model with GM reverse and reduction gears and front power take-off

This NEW DIESEL lets you haul

BIGGER LOADS—FASTER—CHEAPER

DELIVERS 170 CONTINUOUS S. H. P.

This new General Motors Detroit Diesel 6-71 "E" engine packs more continuous power for its size and weight than any other marine Diesel—170 full-throttle *continuous* shaft horsepower at an easy-stroking 1800 r.p.m.

It gives you additional heavy-duty horsepower for faster speeds—to carry bigger payloads—or handle heavier tows—all with a 10% improvement in fuel economy.

TOP PERFORMANCE

This new Diesel has 4 exhaust valves per cylinder—new cylinder liners with larger air intake ports and new micro-fine-tip injectors. Spent gases are instantly, completely cleared for better engine breathing—improved combustion. And this engine's full-throttle output is *fixed at the factory* at the engine's *most efficient, day-to-day rating.*

It challenges any other marine Diesel on work done per dollar expended!

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Like all GM Series 71 Diesels, this new engine features the simple, rugged 2-cycle design that, for many years, has rung up performance records not even approached by any other.

Now, with new power, new combustion efficiency, new operating advantages, the GM 6-71 "E" Marine Diesel will give you the *lowest-cost, highest-profit hauls in your history.*

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DEALERS AT MANY OTHER POINTS

National Fisheries Looks To Pacific For Leadership

Responsibility for leadership of the National Fisheries Institute in 1957-8 rests on the shoulders of Aldo Casaretto of Los Angeles, chosen president of the Institute at its Chicago convention in May.

In choosing this Los Angeles broker, active head of the firm of Koulouris Casaretto, N.F.I. for the first time in its history picked its president from the Southwest. Mr. Casaretto for the past year has been national secretary of the Institute, but his advance to the presidency was not an automatic rise, as N.F.I. does not follow the tradition of advancing "through the chairs."

He went to the top on merit, demonstrated through long and generous service to N.F.I.

Pacific regional vice presidents chosen at Chicago were: Southwest, J. Neil Taylor, Norfish Sales Co., Oakland; Northwest, William C. Eardley, Eardley Fisheries Co., Seattle.

Directors from the two Pacific regions for 1957-8 are:

Southwest—D. M. Haywood, Certified Fresh Foods, Los Angeles; J. J. Casillo, J. J. Camillo Brokerage Co., San Diego; Alvin R. Lantz, A. R. Lantz Co., Los Angeles; H. E. Barnet, Inc., San Pedro; Gilbert Hunter, Hunter & Foland, Field's Landing, Calif.; Frank Alioto, Standard Fisheries; Robert Bugatto, California Shellfish Co.; Rod Pero, Wilbur-Ellis Co., all of San Francisco.

Northwest — James G. Pinkerton, Petchikan Cold Storage Co., Ketchikan; Norman E. Weitkamp, Washington Fish & Oyster Co., Seattle; Frank Erickson, Aleutian Cold Storage Co., Seattle; Myer Bornstein, Bornstein Sea Foods, Bellingham; Robert E. Erkins, Snake River Trout Farm, Buhl, Idaho; Palmer G. Olson, New England Fish Co., Seattle; E. L. Matthews, Columbia River Packers Association, Astoria, Ore.; John W. McCallum, McCallum - Legaz Fish Co., Seattle.

Formal re-affirmation of support for the United States' position on the territorial seas was contained in a resolution where N.F.I. declared that it:

"Favors the retention in the U. S. position to be taken at the 1958 Rome Conference (on international law of the sea) of the 3-mile limit for both sovereignty and fishery jurisdiction, and the Principle of Abstention; that it favors the handling of the preparatory work in the U. S. government for this conference under the direction of a high-level diplomat, with proper and equal consideration given to fisheries as well as to the legal, naval and mercantile interests of the U. S.; that it strongly recommends that there be as full representation on the U. S. delegation to the conference from the fishing industry as there was to the 1955 Rome conference on the Living Resources of the Sea."

ALDO CASARETTO

Los Angeles fish broker, newly-elected president of the National Fisheries Institute, who thus brings the presidency of this organization to the Pacific Southwest for the first time. His administration will culminate in the N.F.I. convention of 1958, which will be held in San Francisco.

- Institute support of voluntary U. S. standards for fish products, and of Saltonstall Fund contracts for furtherance of this objective was affirmed in two resolutions, of which the more important said:

"N.F.I. urges the Secretary of the Interior to instruct the Fish and Wildlife Service to develop further the program of voluntary U. S. standards and inspection services to include additional important fish and shellfish products as rapidly as the need for such standards is indicated by substantial segments of the industry, utilizing such appropriations as may be available, including funds provided under the terms of the Saltonstall-Kennedy Act."

- *Things to come* which commanded particular interest at the N.F.I. convention include:

- The prospect that the near future will bring authorization of the use of antibiotics in protecting the freshness of fish and fish products. This matter is currently under further research study, with the indication that favorable action will not be much longer delayed.

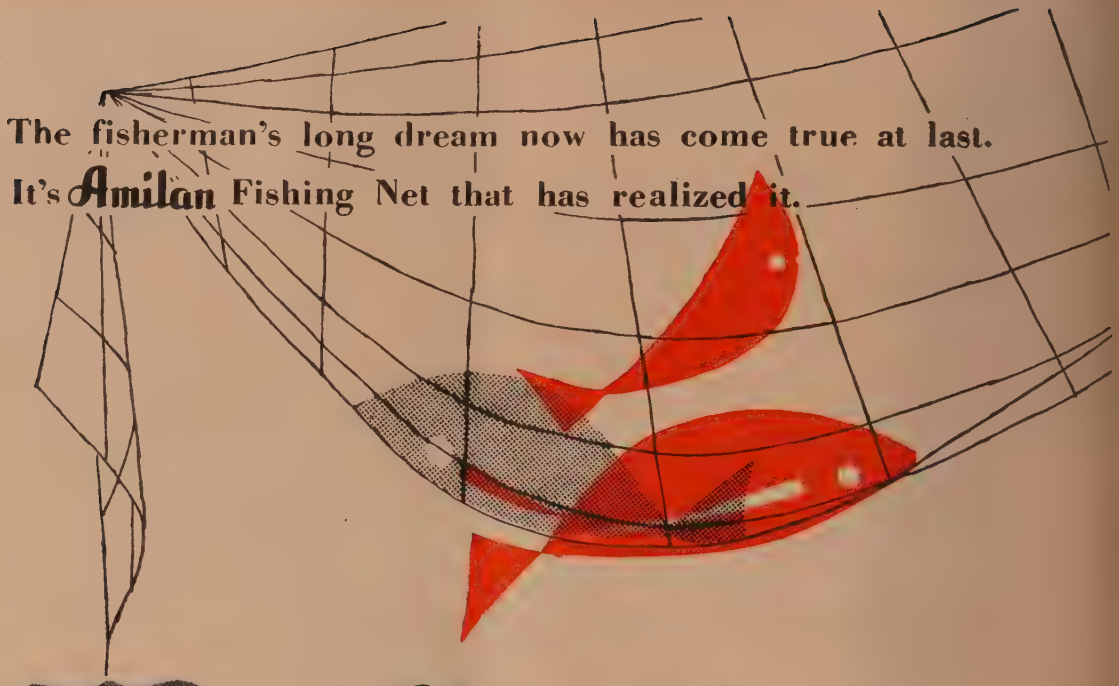
- Formation of the North Atlantic Fillet Council forecasts actual start of a cooperative fillet advertising and promotion program. This has appeared near in other years, but has failed to materialize due to lack of sufficient participation within the industry. This time success seems almost certain, with an initial program financed by assessment of ¼c per pound of Atlantic fillets sold.

- The 1958 N.F.I. convention was commanding unusual interest and anticipation even before that for 1957 ended, because it is to be held in San Francisco at the Sheraton Palace Hotel, and because this will be the first convention to be held on the Pacific Coast since 1952.

Wilde Chosen N.F.I. By-Products Secretary

A. W. Wilde of Alaska Reduction, Inc., Seattle, was chosen secretary and director of the Industrial Products Division of the National Fisheries Institute.

The fisherman's long dream now has come true at last.
It's Amilan Fishing Net that has realized it.



Amilan
FISHING NET

Because:

1. It brings you larger catches than conventional types of net, particularly in the case of an Amilan gill net.
2. It is strong, durable, and less liable to break. It helps retrench your repair and replacement expenses.
3. It is lighter than any other kinds of net. It means less labor force and less fuel consumption.
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5. No drying or preservative is required. Expenses and labor for drying and treatment are saved. Spare nets are almost unnecessary.
6. Continual fishing operation is possible with no fear of decay.

The world's highest workmanship plus these unique merits is the world famous "Amilan" Fishing Net. It always carries the label shown above. "Amilan" is the trade mark of our nylon. Toyo Rayon Co., Ltd., Du Pont's exclusive licensee in Japan on nylon production.

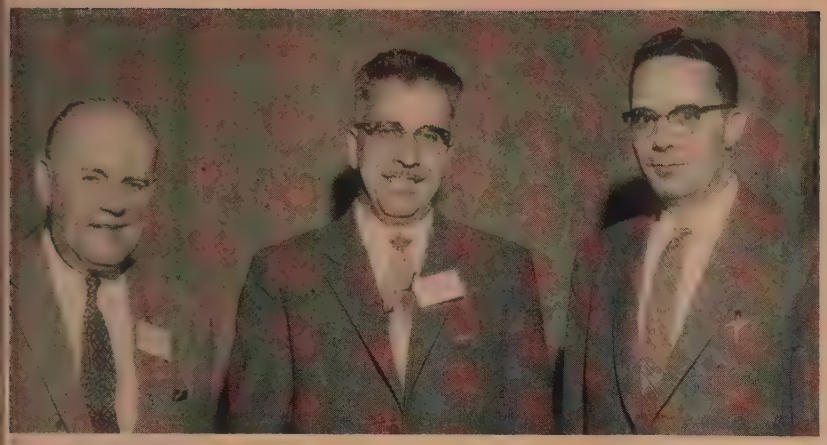
Pamphlet "Amilan Fishing Net" is available, and dealers will be introduced upon request

The Leading Producers of Nylon in Japan

TOYO RAYON CO., LTD.

No. 5, 3-chome, Nakanoshima, Kita-ku, Osaka, Japan

Established 1926 **Cable Address: "TOYORAYON OSAKA"**



Pacific coast representatives honored at the annual meeting of the Fisheries Council of Canada recently included, left to right: T. H. Sorensen, Prince Rupert Fishermen's Cooperative Association; D. J. McDonald, Queen Charlotte Fisheries, who was elected as president and chairman of the board of directors; H. B. Smith, Canadian Fishing Co. Mr. Sorensen and Mr. Smith were both elected directors, with R. T. Hager, a vice president; F. Millerd, Francis Millerd & Co.; E. L. Harrison, and J. N. Hyland, B. C. Packers.

Jim McDonald, Vancouver, Heads Fisheries Council

D. O. J. (Jim) McDonald, manager of Queen Charlotte Fisheries, Ltd., Vancouver, B. C., was elected president of the Fisheries Council of Canada at the annual meeting held this year at the Seignory Club, Montebello, Que.

Mr. McDonald, who has been active in the West coast fishing industry for many years, succeeds Willoughby R. Ritcey, of Riverport, Nova Scotia. R. T. Hager, president of Canadian Fishing Co., is one of the 1957 vice presidents of the association, and among the Westerners named to the board of directors are: E. L. Harrison and J. N. Hyland, B. C. Packers; H. B. Smith, Canadian Fishing Co.; R. L. Payne, J. H. Todd & Sons; T. H. Sorensen, Prince Rupert Fishermen's Cooperative Association.

One of the features of the meeting was a panel discussion on marketing led by Mr. Hyland, who pointed out that considerable progress has been made in British Columbia in lessening the dependence of canned salmon producers on export markets, even though the availability of a demand outside Canada for canned salmon was still of vital concern to the industry. Most of the fresh and frozen production, Mr. Hyland pointed out, is sold in the U. S., this condition applying to both Pacific and Atlantic fisheries of Canada.

G. R. Clark, deputy minister of fisheries, told the meeting that the Canadian fishing industry is faced today with many complex problems which did not exist when the fisheries department was concerned chiefly with enforcement of fishing regulations and the inspection of products.

"The changed conditions," said Mr. Clark, "have made it necessary for the industry and the department to be concerned not only with the competitive position of the fisheries relative to other food products, but also has resulted in competition for a working force to exploit the fishery, competition for the use of rivers, competition for capital for improvement, and so forth. In the external or international field we have had to protect Canada's position as a competitor for raw materials and at the same time see to it that the resource itself in all waters is given adequate protection."

Formation of the Fisheries Development Council in British Columbia to provide united and representative action in policies affecting the resource was commended in a resolution. The meeting also went on record as favoring federal action to provide adequate protection of fisheries in dam construction.

Twin Ford Diesels Driving Crab Boat

Jack Roland, skipper of the Crescent City, Calif. crab boat *Dungeness* has installed two Ford marine diesel engines, 52-hp. each continuous from Thomas A. Short Co., San Francisco, distributors of the engines. The engines were fitted with Walters Vee drives with 2-1 reduction gears, also purchased from the Short Company.

B. C. Fishermen Seek 25% Pink Price Rise

Negotiations on price to be paid by packers to fishermen in British Columbia for salmon will probably continue until the opening of the season, but the fishermen filed on May 10 their first proposals.

At a meeting with representatives of the Fisheries Association of B. C., spokesmen for the United Fishermen and Allied Workers' Union submitted the following price schedule: Sockeyes and Red Springs, 34c a pound; Cohoe, Steelheads and White Springs, 25c; Pinks and Jack Springs, 15c; and Chums 15c. Comparative prices last year were 30, 24, 12 and 10-17c per pound.

The fishermen also asked for a new method of financing the salmon welfare fund, each company to pay 4c per 100 pounds of salmon purchased during the year instead of 3c a case. The fishermen claim that this doesn't represent an increase as it is said to take about 75 pounds of raw salmon to fill a case of canned salmon.

The main reason for the proposed new method of calculation is the trend towards greater use of salmon in fresh or frozen form and in packages of steaks or fillets. The method used last year meant that operators paid on the basis of about 60% of the salmon produced, according to the fishermen.

Another new proposal is for compulsory check-off of union dues from all salmon net fishermen.

Rev. Franklin Smith Fishes New Boat This Season

Rev. Franklin Smith, Ekwok, Alaska, minister of the Seventh Day Adventist Church, and a Bristol Bay salmon fisherman during the season, will be fishing a new boat when the season opens on the Nushagak this month.

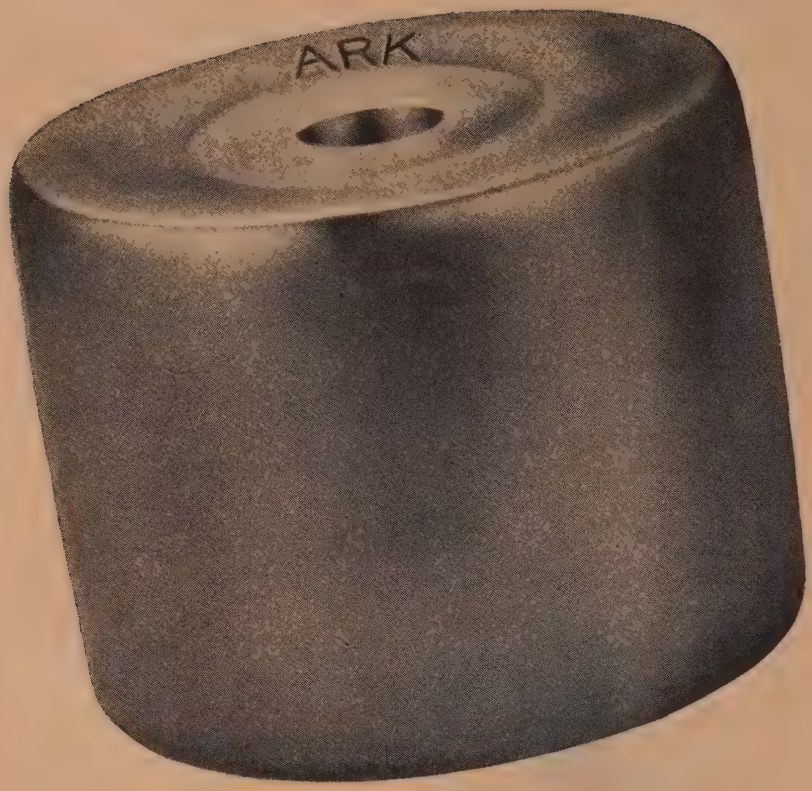
It will be the new 32' craft *Esther J.*, built for him this spring by Mel Hjorten at Astoria. The craft has hydraulic auxiliary power for the anchor winch and power roller. She is powered with a Chrysler Crown engine and —unusual in a gillnetter—carries an automatic pilot and a depth sounder.

Rev. Mr. Smith also plans to install a radiophone.

Paul Sather Dies Aboard "Lindy" Off Sitka

Paul Sather, 66, a veteran of the Puget Sound halibut fleet, died aboard the schooner *Lindy* at sea off Sitka, Alaska, in May.

He was engineer and co-owner of the vessel, which was one of the veterans of the fleet.



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1,212-Ton Tuna Clipper Fishing for Genoa Trade

Japan's largest tuna clipper—really a *super-clipper* — was commissioned in late spring and sailed from Tokyo for operations in the Gulf of Guinea off the west coast of Africa. She is *No.* 31 *Hoko Maru,* and she will deliver the catches of her maiden voyage to Genoa, Italy.

The vessel is owned by Hoko Suisan K. K. and has gross tonnage of 1,212. She left Tokyo April 24 direct for the Gulf of Guinea by way of the Indian Ocean and Cape of Good Hope.

There she will fish tuna by the longline method, using a set of fishing barges of 13 tons gross. She will be 12 days from the fishing grounds when she discharges in Genoa, and expects to deliver from 900 to 1,000 tons per trip. Her contract calls for her to deliver a total of 2,000 tons of tuna to Genoa within a period of 300 days.

Arrangements for the operation, handling of the cargo, supply of the vessel, and other details were handled by Marubeni & Co., a Japanese trading firm with headquarters in Osaka.

Master of the vessel estimated on leaving Japan that 42 days cruising would be required to put him on the fishing grounds, figuring a consistent speed of 10.5 knots.

"Harry" Gangmark, Fishing Gear Expert, Passes

Harold Jergen Gangmark, widely known among fishermen and fishery operators of Puget Sound and Alaska as "Harry" Gangmark, died in Seattle May 18 at the age of 76.

He was one of the founders of the Fisheries Supply Co., along with Sandstrom and Fane Sutter, and was president of that firm when he retired and disposed of his interest in 1955.

Born in Norway, he came to Seattle 49 years before his death, for many years serving the Pacific Marine Supply Co. as a fishing net expert—a specialty in which he always maintained a high place.

"Ronnie M" Steps Up Her Refrigeration Capacity

The 89½-ft. *Ronnie M.,* captained by Dominic Misetich, last month had installed a 3½ x 4½ three-cyl. Frick refrigeration compressor and oil separator. The Frick was added to the three 4-cyl. compressors now in the boat. In addition, her tanks were rearranged and 1,167′ of 1¼″ refrigerant coil added. Work was directed by Ben Duncan, field supervisor for the Baker Engineering Co.

Milton James Returns To Tri-State Commission

Personnel changes which have marked the affairs of the Oregon Fish Commission's staff in recent years continued actively in May as Milton X. James, who had been Oregon director of fisheries for about a year, resigned to take up once more the position of research coordinator of the Pacific Marine Fisheries Commission. He relinquished this post to become Oregon director at a critical period in affairs of the department.

The Oregon commission accepted Mr. James' resignation and appointed John Hodges as acting director.

In the Tri-State position Mr. James succeeds Charles E. Phenicie, who resigned to enter business in Montana, state from which he came last fall to the P.M.F.C. post.

Frank Hoagland Shoulders Floyd Wright's Duties

Promotion of Frank Hoagland to the position of Columbia River Packers Association assistant vice president in charge of production was announced in May by T. F. Sandoz, president of the company. Mr. Hoagland will assume the duties discharged for many years by the late Floyd Wright, vice president and treasurer of the company, so far as they pertain to fish supply.

Mr. Sandoz said that the duties of treasurer and secretary of the company will be combined under Robert Thrall, hitherto secretary.

Lewis Wright, a son of Floyd Wright, is being moved from the company's station at Ellsworth, Wash., to Astoria to serve as Mr. Hoagland's assistant.

Announcement of the changes was made by Mr. Sandoz immediately following his return from Japan. He attended the P.O.F.I. advisory board meeting in Hawaii this spring and then went on to Japan, where C. R. P. A. does extensive business.

Oregon Bans Sports Gear On Commercial Trollers

Striking at the practice of fish-hogs who take out commercial fishing licenses as cover for exceeding the sport fishing catch limits, the Oregon Fish Commission this spring issued an order forbidding the use or possession of sport fishing tackle aboard salmon trolling vessels during or while going to or from a commercial fishing operation.

This rule would not prohibit commercial vessels from taking sport fishing parties to sea as long as no commercial fishing was conducted.

The menhaden trawler "Smith Point" of Virginia.

Aeroquip Flexible Piping Shortens Downtime During Repowering

ON FISHING TRAWLER "SMITH POINT" OF REEDVILLE, VIRGINIA

Fishing vessels like the trawler "Smith Point" depend on continuous performance for profitable operation. Aeroquip Flexible Hose was used throughout the piping system when the "Smith Point" was repowered in mid-season. Use of Aeroquip Hose and Detachable, Reusable Fittings permitted the piping job to be completed at the ship's dock and the "Smith Point" returned to sea weeks sooner than if rigid piping had been installed.

Join the fleet operators who are profiting by converting to Aeroquip Flexible Piping. Call the Aeroquip Distributor listed in your Yellow Page Phone Book, or write for Catalog 301.

Aeroquip Flexible Piping for these heat exchanger lines, as well as for engine oil and air lines, were installed easily, with a minimum of routing problems.

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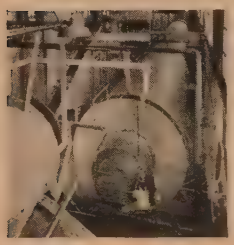
That this fisherman's line may again wrest food from the sea...

STANDARD STEEL

builds 3 new Processing Plants for KOREA

THE PROBLEM: War-ravaged Korea—with all foods in short supply—looks to the sea for salvation. The Sea provides immediate food for hungry people... and fish meal used to fertilize the soil and for animal food... helps restore the agricultural and livestock economy. But, without fish canneries and processing plants to convert the spoils of the sea into edible foods, meal, and oil, the all-important Korean fishing industry is seriously hampered.

THE SOLUTION: Three modern Standard Steel fish processing plants—two canneries and a reduction plant to produce high-grade fish meal and fish oil. Thus, the fishing industry and the livestock and farming economy are given a much needed boost—a real step forward in Korea's return to economical independence.



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The Standard-Hersey fish dryer shown here produces 2% to 5% protein gain with 2½% more meal! Oil is low in free fatty acid... a big gain in product value!

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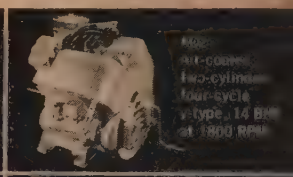
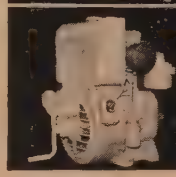
THE BIG 4 IN DIESEL POWER

AMERICAN MARC Inc. dominates the field of lightweight, low-horsepower Diesels by building its diversified line from the "Big Four" basic models illustrated here. Purchase and maintenance of engines and parts are simplified by the use of these compact and rugged prime movers.

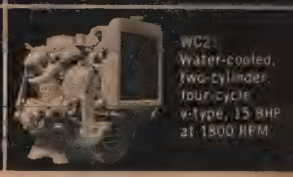
AC1: Air-cooled, one-cylinder, four-cycle, 6.5 BHP at 1800 RPM.



AC2: Air-cooled, two-cylinder, four-cycle, v-type, 14 BHP at 1800 RPM.



WC1: Water-cooled, one-cylinder, four-cycle, 7 BHP at 1800 RPM.



WC2: Water-cooled, two-cylinder, four-cycle, v-type, 15 BHP at 1800 RPM.

AMERICAN MARC also manufactures Diesel generating plants from 3 to 10 KW (AC or DC, and industrial three-phase), Diesel pumping units from 4 to 1700 GPM, marine propulsion, refrigeration units and power-packages for other services. American MARC can adapt any of its Big 4 engines to fit every job requiring from 5 to 20 BHP.

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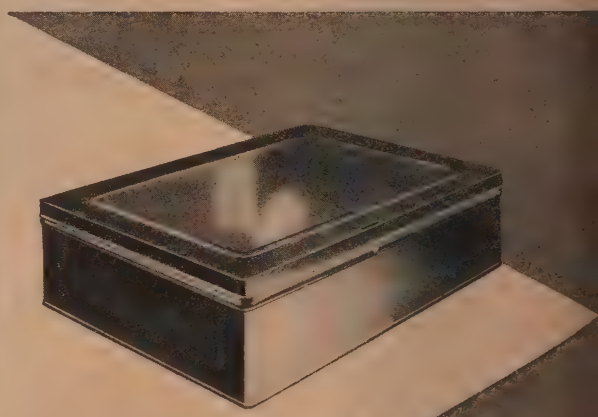

THE NEW STERN FILLET CAN

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ish Distributors Elect Meier as Weil Retires

American Seafood Distributors Association in May chose Walter R. Meier of Milwaukee, Wis., as its new president, succeeding Leo Weil of Louisville, Ky., who had served faithfully as president of the association from its founding in 1953.

Mr. Meier likewise has given long service to the organization, having served it two years as treasurer and one as vice president.

M. S. Cowen, head of the M. S. Cowen Co., San Francisco, was elected vice president, succeeding Mr. Meier.

The board of directors elected includes a number of Pacific Coast dealers, or men widely known in the west:

Jack Willis, Crest Importing Co., San Diego; Robert Stix, Robert Stix, Inc., New York; C. M. Reinke, Reinke & Amende, Los Angeles; L. J. King, Lyman Trout Ranch, Reno and San Francisco; R. P. Fletcher Jr., Booth Fisheries Corporation, Chicago.

Mr. Weil in his report stated that the days of specific fishery escape clause actions are over, but pointed out that legislation is pending which would do away with the Presidential authority to implement or veto escape clause recommendations of the Tariff Commission, legislation to provide for a general import quota program, and legislation to tighten the Anti-Dumping Law.

He urged all segments to band together to aid in finding the causes of the problems facing the industry, and that the distributors join with the producing segments in solving them.

Recent additions to membership of the A. S. D. A. include these Pacific Coast firms: Frank Spenger Co. of Berkeley, Calif., M-F Trading Co. of San Francisco, John G. Martin of San Francisco, Washington Fish and Oyster Co. of San Francisco, and Taiyo - California, Inc., of Beverly Hills, Calif.

B. C. Salmon Operations at ame Level as Last Year

British Columbia salmon canners will probably have as many plants operating this season as in 1956, although the same stations will not necessarily see action. A few of last season's producers will be idle, but others will replace them.

Canadian Fishing Co. will operate at Goose Bay this year; the plant was shut down in 1956. Canfisco will also be active at the Home plant and at Oceanside, Prince Rupert.

B. C. Packers will again concentrate at its three big canneries—Imperial, Namu and Sunnyside.

J. H. Todd & Sons, which did not operate its traps at Sooke last season for the first time in 52 years, will resume their use this year and has built five new ones at the usual location. However, management of the company states that this probably would not have been undertaken had it been realized how strict the fishing regulations on Sockeye would be this year. The Todd cannery at Klemtu will also be in action this season, as usual.

Tulloch-Western Fisheries will operate as a unit this season for the first time since the merger of the two companies — Tulloch Fisheries and Western Fishing Co. Its canning operations will be concentrated in the Vancouver area at the plant formerly operated by Fishermen's Co-operative Federation. The plant is being completely re-modelled with new equipment.

Nelson Bros. Fisheries will have a new cannery in operation. This is the Steveston plant, located adjacent to the company's long - established reduction operations near the mouth of the Fraser River. In addition, the company will continue to operate its Port Edward plant near Prince Rupert, as usual.

Anglo - B. C. Packing Co. will be represented as in other recent years—by its canneries North Pacific and Phoenix.

Capilano Fishing & Canning Co., which packed last season at the location now occupied by Tulloch - Western, will have another cannery handle its output on a custom basis this year, although it contemplates construction of a plant of its own for 1958.

Nation-Wide Refrigeration Plant Network Formed

Merchants Refrigeration Co., one of the primary cold storage warehouse operating companies in the United States, and a factor of prime importance in handling frozen fish in the Middle West and North Atlantic areas, is announcing its affiliation with a group of the country's outstanding refrigerated warehousing companies in the organization of Trans-American Refrigerated Service, Ltd.

The new network provided a completely new marketing service for the frozen fish and other frozen food industries.

Beside the country-wide character of the business, each member company represents the other four and their subsidiaries. They have combined strength, offer a new flexibility in facilities, and uniform policies and practices.

Companies comprising Trans-American Refrigerated Services, Ltd., are: Merchants Refrigerating Co., with plants in New York, New Jersey, Minnesota, Missouri and California; Terminal Ice & Cold Storage Co., operating in Oregon and Idaho; Continental Freezers of Illinois; Quincy Market Cold Storage & Warehouse Co., Massachusetts, Maine and New York; Wisconsin Cold Storage Co. and Mohawk Refrigerating Co., Wisconsin.

"Now, for the first time, TARS provides uniform nation-wide service with refrigeration always under correct time-and-temperature controls to maintain peak product quality and flexible facilities to fit individual distribution patterns."

Columbia River Chinook Prices Reflect Scarcity

Disappointing returns from the May fishing on the Columbia River, when the catch fell short not only of 1956 but also of even the poorer seasons before that, were reflected in initial prices.

Columbia River Packers Association was reported quoting its *Bumble Bee* fancy Chinooks, market leader in New York City, at $26 for halves and $14 for quarters.

Union Fishermen's Cooperative Packing Co. quotations on its *Gillnetters' Best* label were $24 and $13.

L. K. Small Heads Board

Lucian K. Small, president of Marine Products Co., has been re-appointed chairman of the San Diego Harbor commission by Mayor C. Dail. The company headed by Mr. Small is principal importer of shrimp from the Gulf of California.

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OVER THE YEARS

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- Pauls Cotton Netting
- Pauls Bonded Nylon Seine Netting

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Horace Mercurio
223 Alvardo Street
Monterey, Calif.

Nordby Supply Company
Salmon Bay Terminal
Seattle 99, Washington

Olsen Johns Ship Chandlers
36 Tuna Lane ("G" St. Pier)
San Diego 1, California

Alfred Puusti & Company
238-240 West Marine Drive
Astoria, Oregon

H. E. Kegelman Heads The Linen Thread Co.

Herbert E. Kegelman was elected president of The Linen Thread Co., Inc. at a meeting of the directors May 1. He took office June 1, succeeding H. Wickliffe Rose, who suffered a heart attack last year. Mr. Rose will continue as a director and consultant. On the same date, Mr. Kegelman succeeded Mr. Rose as president of the Dolphin Jute Mills.

Mr. Rose came to The Linen Thread Co., Inc. in 1953. During his administration the operations of the netting business were increased by the acquisition of the assets of R. J. Ederer Co. in 1953, and of the jute business by the purchase of the Dolphin Jute Mills in 1956.

Mr. Kegelman has been with The Linen Thread Co., Inc., since 1917, when he joined what was then the Barbour Flax Spinning Co., Paterson, N. J. He came up through the accounting department to become a director, controller, and vice-president for finance.

N. W. Marine Industries Plan Continuous Program

Robert D. Ladd, vice president of the Pacific Marine Supply Co., and president of Northwest Marine Industries, Inc., the association of boating industry firms which sponsor the annual Seattle Boat Show, announces a complete new program of year-around public activities.

Directing the program — designed to promote and improve boating in the Pacific Northwest—will be Harland Plumb, Seattle public relations man.

Mr. Ladd said the group plans to open a permanent, year-around headquarters in Seattle, and "to initiate an all-around program of public relations which will benefit all elements of the boating industry."

The annual Boat Show will be staged in the National Guard Armory, beginning the day after Thanksgiving Day, as part of the association's new program, Ladd said.

"Our primary objective is to make boating even more convenient and pleasurable than it already is, as well as to encourage the spread of this great family recreation to many more thousands of Pacific Northwest residents," Ladd declared.

Bell Cans Shad Roe

Bell Smoked Fish Co., San Francisco, has started packing shad roe.

According to J. C. Tarantino, managing partner in the company, a good pack is expected although the market is lower—$19.00 per case—about 25% off from 1956.

'OOD FISH
MARKETING
ection of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

June, 1957

almon Stocks Must Stretch Over Most of Summer Demand

Salmon supplies on hand June 1 ll have to suffice for the United tates market for another three nths.

This is a plain truth which some ments of the trade seem never to ieve, or not to remember, from ar-to-year.

Some minor packing got under way May, that's true, but the volume oduced is insignificant and of spe- lty character.

Alaska Peninsula canning started t before the end of May, and Bris- Bay, the first source from which y volume can come, doesn't start til June 24.

Shipments from these areas cannot received in Seattle, inspected and ared for shipment before August; d major shipments from the 1957 ck can't be expected until Septem- .

That's standing, standard fact.

Anyone who needs fish sooner uld stop around at the Carryover unter.

On-hand inventory June 1 appar- tly provided fair selection, with k talls about the only item actually available.

None of the other categories med to be burdensome, and prices re firm in the face of the proba- ity that 1957 packing costs would higher as result of labor increases eraging about 5%.

One minor exception to this state- nt on price was the $2 correction plied by Calpak and Libby to their $3 quoted price on Red halves. By e means or another, this came down $21, which was the figure at which st other brands had been selling a long time.

Into-consumption movement of nned salmon had been laggy for veral weeks prior to presstime, but ls had been a period marked by ol and wet weather over much of e country. After all, May was no e to expect a real hot spell, and re's nothing like a wave of warm weather to sweep salmon off the shelves and into the super-markets shoppers' carts.

• Prospects for resumption of the Canned Salmon Promotion Program look brighter this summer than they have for years. Discussed more fully elsewhere in this issue, the packers' plans for a new and continuous promotion have participation which gives them renewed significance. They can't be fully approved until after the producing season, but there is a lot of reason to believe that salmon selling next spring will be backed by a well-fleshed and financed promotion.

Some salmon sellers believe that support of this sort is as important as price in selling salmon, in that it develops support and sales activity at the jobber and retail level.

Prices are going to be high, no question about that; and an active three-year promotion such as that visualized seems a sure way of building consumer demand and trade interest.

Calif. Fish Promotion Is Aim of Institute

A determined effort to raise funds for the promotion of increased fish eating in northern California was shown last month at the monthly luncheon meeting of the Northern California Seafood Institute in San Francisco last month.

President Lloyd Turnacliff, Meredith Fish Co., Sacramento, appointed John G. Martin, John G. Martin Food Broker, San Francisco, to head the publicity and sales promotion program, with the request to come up with some ideas as to how to raise money from the northern California fish industry for such a program.

Also the Institute is going to have a concerted drive for new members. Neil Taylor, Norfish Sales Co., Oakland, was appointed chairman of the membership committee.

Dick Mack, Wilbur-Ellis Co., San Francisco sea food factors, received a big hand when it was announced that four new members, Veterans Fisheries, Morro Bay; Anchor Abalone Co., Santa Barbara; Lincoln Shrimp Co. and Imperial Abalone Co., Newport Beach, had been brought into the fold through his efforts.

Imports' Importance Rises In 1957 U. S. Salmon Trade

• Importance of imports' part in supplying the United States canned salmon demand this year may reach levels never before attained.

This is a conclusion reached by thoughtful men, well-informed as to developments in Japan and Canada, whence those imports of necessity must come.

In Tokyo this spring Americans heard that the Japanese are counting on selling just over 1,000,000 cases of salmon from the 1957 pack in the United States. This compares with 556,000 cases from the 1956 pack.

Furthermore, there were reports from reliable Japanese sources that a single American company had placed firm orders for more than 400,000 full cases of Japanese canned salmon. Moreover, this order was said to include about 150,000 full cases of tall Pinks, an equal quantity of tall Chums, some Red talls, and a modest amount of Cohoes. Red halves made up the balance.

This adds-up to a formidable concentration of salmon, particularly when it is combined with one of the larger domestic packs.

Canadian forecasts are not being made on a quantitative basis, but American salmon sales specialists with particularly intimate sources of information say that beyond question "Canada this year will have an exportable surplus of canned salmon available after its probable British business has been covered."

Salmon Industry Moves To Restore Promotion

• Salmon promotion resumption looked a long step nearer at presstime as result of a mid-May meeting of the Promotion Committee of the Association of Pacific Fisheries.

Headed by Aubin Barthold, president of the Alaska Packers Association, the committee approved the principle of resumption of an industry-wide promotion program for canned salmon on the basis of voluntary contribution of 5c per share by not less than 75% of the 1956 pack. A campaign for a minimum of three years was specified.

The Barthold Committee, which primarily represented company management, proposed that actual planning of the promotion should be in the hands of a sub-committee whose membership would be drawn from packers' sales personnel.

Membership of the Canned Salmon Promotion Committee, beside Mr. Barthold, includes: Leo T. Kreielsheimer, Kadiak Fisheries Co., vice chairman; Charles D. Alhadeff, Whiz Fish Products Co.; William Calvert, San Juan Fishing & Packing Co.; H. B. Friele, Nakat Packing Corporation; Nick Bez, P. E. Harris Co.; Guy V. Graham, Libby, McNeill & Libby; John N. Plancich, Fishermen's Packing Corporation; S. G. Tarrant, Pacific American Fisheries; T. F. Sandoz, Columbia River Packers Association; A. W. Brindle, Wards Cove Packing Co.; Vance F. Sutter, Fidalgo Island Packing Co.; E. E. Murray and Herald A. O'Neill, ex-officio as president and secretary of the Association of Pacific Fisheries.

The sub-committee of sales specialists includes Mr. Barthold, Mr. Kreielsheimer and Mr. Alhadeff of the management committee, plus: Sam Rubinstein, Whitney & Co.; John S. McGowan, Columbia River Packers Association; E. O. Paup, P. E. Harris Co.; D. F. Brennan, Libby, McNeill & Libby; L. A. Petersen, New England Fish Co.; H. L. Scott, Deming & Gould Co.; P. F. Carmichael, Pelican Packing Co.; William C. Coyne, Annette Island Canning Co.

This latter committee was to meet June 4 to prepare preliminary plans for a campaign, and to set-up machinery by which during the salmon operating period some progress could be made toward polishing a program which could be laid before the association membership at its annual convention in October.

Although this would be late in the year, it is expected that as result of summer work it would be possible—providing the membership approves and the requisite amount of salmon subscribes, to get the promotion actively under way soon after the first of the year, just in advance of Lent.

The management committee indicated in its discussions that thorough consideration would be given to the matter of potential participation in the program by importers and exporters of foreign canned salmon.

Of possible significance in the same connection was the over-all policy decision that any promotional campaign which might be mounted would be directed to canned salmon generally, with no species or source of origin featured or furthered.

California Market

Current regular quotations by San Pedro, Los Angeles, and Monterey brokers and cannery representatives, f.o.b. canner's terminal. (Bureau of Commercial Fisheries, market news service quotations at presstime.

ANCHOVIES:	
Tom. (5 oz.) 100's	5.50- 6.00
Tom. (1-lb. oval)	6.50- 7.00
MACKEREL:	
Pacific, tall 48's	5.50*
Jack, tall 48's	5.00- 5.50*
TUNA (Advertised Brands):**	
White fcy, (7 oz.)	15.00-15.25
White chunks, (6½ oz.)	13.50-14.00
Light fcy, (7 oz.)	13.75
Light chunks, (6½ oz.)	12.00
Grated, (6 oz.)	7.50- 8.00
TUNA (Other Labels):**	
White fcy, (7 oz.)	11.50-12.00
White chunks, (6½ oz.)	11.00
Light fcy, (7 oz.)	11.50-12.00
Light chunks, (6½ oz.)	10.25-10.50
Light chunks, (6 oz.)	9.00- 9.50
Grated, (6 oz.)	7.50
SQUID:	
In brine, tall 48's	3.60- 3.75

* Some Monterey export quotations at $4.65 for jack mackerel, and $5.00 per case for Pacific mackerel, No. 1 talls.

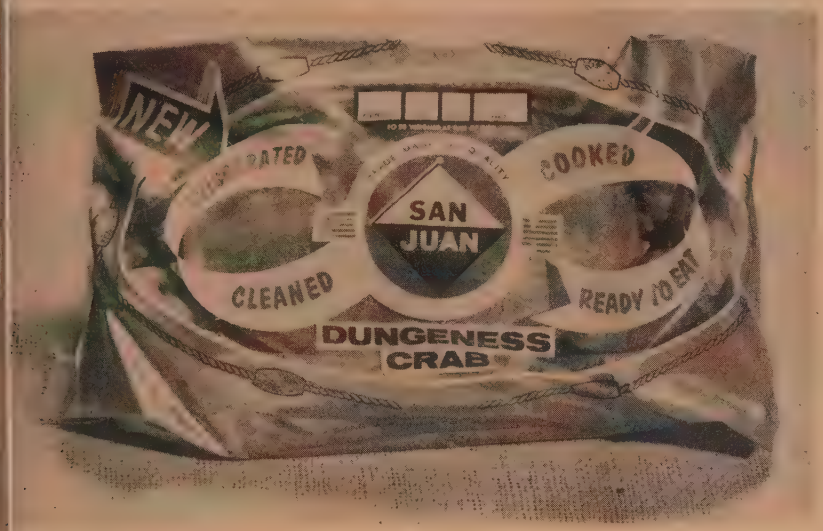
** Some sales reported at discounts for promotional allowance.

Seattle Market

Prices quoted at presstime by Seattle brokers for good quality stocks f.o.b. Pacific Northwest terminal points in cases of 48 cans each.

Prices below were those prevailing when the last sales were made of such odd lots as still remained on the primary market.

Alaska Salmon:		*Per Case*
	talls	$33.00-34.00
	halves	21.00- 8.00
Pink	talls	23.00-24.00
	halves	12.50-13.50
Med. Red	talls	29.00-30.00
	halves	16.00-16.50
	quarters	9.50
Chum	talls	21.00-20.00
	(Summer pack) halves	11.50-12.00
Puget Sound Salmon:		
Sockeye	halves	23.00
	quarters	13.00



Introducing—

Something New in Frozen Crab

Newest aspect in the changing pattern of Dungeness crab merchandising was the introduction during the season just closed of frozen, dressed, cooked, ready-to-eat crab-in-the-shell.

The item was pioneered by San Juan Fishing & Packing Co., which worked out a method by which the crab is packed with the body shell in place. This adds greatly to the appearance of the packaged product.

A second company to offer the whole dressed crab during the 1956-7 crab producing season was New England Fish Co.

In preparing crab in this manner the carapace or shell is carefully removed from the crab, which is then thoroughly cleaned and washed. The shell itself is also thoroughly scrubbed and then both parts are cooked—separately. After the legs with the attached shoulders are cooked the boiled backs, which have turned to an attractive red-and-cream coloration in the hot water, are placed on the legs in such a manner that the back remains in place and the entire crab has a lifelike appearance.

The crabs are then weighed and very heavily glazed. The thickness of the glaze is important because it is necessary to protect all exposures of crab meat from dehydration.

The glazed crab is then placed in a food "boat" shaped of paper board, with an absorbent pad underneath. This pad is necessary to absorb glaze melting from the crab in the process of thawing in the consumer's kitchen. The crab is usually thawed in its impervious plastic envelope, where the water from the thawed glaze would be objectionable if it were not absorbed.

San Juan crabs are packed in heat-sealed Visking polyethylene bags, printed in five colors. The portion of the bag covering the back of the crab serves as a window to show the character of the product within.

New England's package differs materially in that it is largely of the clear plastic film, relying upon the crab itself to provide the point-of-sale attraction.

Packing and selling of dressed or eviscerated Dungeness crab is a development of the process of putting whole frozen crabs in polyethylene bags, which preceded it by a year or more.

In the entire history of efforts to sell frozen Dungeness crab in the shell repeat business has faltered because the consumer in most parts of the country just doesn't know how to dress a crab; or doesn't like to do it; or, perhaps more importantly, doesn't like to eat a product — and particularly a crab — which has been frozen "round," without the viscera being removed.

Logical or not, the revulsion is *real*: but eviscerated, frozen, cooked, glazed, packaged crab appears to offer an effective answer after all these years of trying.

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There is a difference!
MOUNTAIN RAINBOW TROUT
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Breast-O'-Chicken Tuna Promotion Steps-High

Breast-O'-Chicken Tuna's "spectacular" on NBC TV in March was a great success, said Harold Requa, Jr., sales promotion director.

"As a direct result of that program, 2,000 new stores are now carrying Breast-O'-Chicken tuna," he stated. "And the number of additional wholesalers who have started handling our product service some 10,000 stores, which means that several more thousand markets will be displaying Breast-O'-Chicken tuna in a gradual expansion of our distribution."

Following up the March NBC-TV color show, Breast-O'-Chicken has scheduled another "spectacular" for June 15 over 125 stations of the NBC network.

The first spectacular, featuring a Maurice Chevalier-guided tour of Paris, launched the Lenten season of heavy tuna consumption. The June spectacular will kick off one of the most energetic summer sales promotions in the entire tuna industry.

The show, called the "RCA Galaxy of Stars," will be seen from 9 to 10 p.m. Daylight Saving Time on June 15. Performers will include Tony Martin, Vaughn Monroe, Jaye P. Morgan, the Heywood Trio, Jeanie Carson, Georgia Gibbs and Julius La Rosa. Hugo Winterhalter and Joe Reisman will direct the orchestra.

This TV show will serve not only to advertise the Breast-O'-Chicken brand to millions of viewers but also will introduce the company's summer premium offer, a barbeque set of knife, fork and spatula made by Washington Forge craftsmen.

The utensils are made of stainless steel riveted with copper into the wooden handles. Each piece will be offered to America's housewives for 50 cents and two labels of Breast-O'-Chicken tuna. Market value of each item is $1.50.

During the Lenten promotion a French perfume set was offered at nominal cost with great success.

Seafare Firm to Sell "Carnation" Frozen Fish

All sales of *Carnation* frozen seafood products on a national basis hereafter are being handled by Seafare Corporation of Los Angeles. Its president and chief executive is W. W. Durney, president of the Griffith-Durney Co., which controls the international rights to the *Carnation* label on all fish and seafood products under a license agreement with The Carnation Company.

Seafare Corporation will be distributing *Carnation* Frozen Seafoods packed primarily in seven Eastern plants which are located from Massachusetts to Florida. *Carnation* Seafoods are well known for their outstanding quality, which has been attained by strict quality control.

Sales of the *Carnation* Seafood products will be handled by four divisional offices: The Western Division at Seafare's Headquarters in Los Angeles under Mr. Durney; T. A. Fremming, former general sales manager of Fairmont Canning Co., and more recently associated with Stokely Van Camp, will head the Seafare Central Division in Minneapolis; Murry Berger, formerly national sales manager of Aquafoods Corporation will head Seafare Eastern Corporation from New York City, and Wm. Haggerty and his general sales manager, Henry Smith, will head Seafare Southern Corporation from Tampa, Florida.

Extensive distribution has already been achieved in the East and certain portions of the Mid-West, and Western and Southern distribution has been started.

Under *Carnation* Seafoods, there are approximately 15 institutional, and 5 retail items at this time.

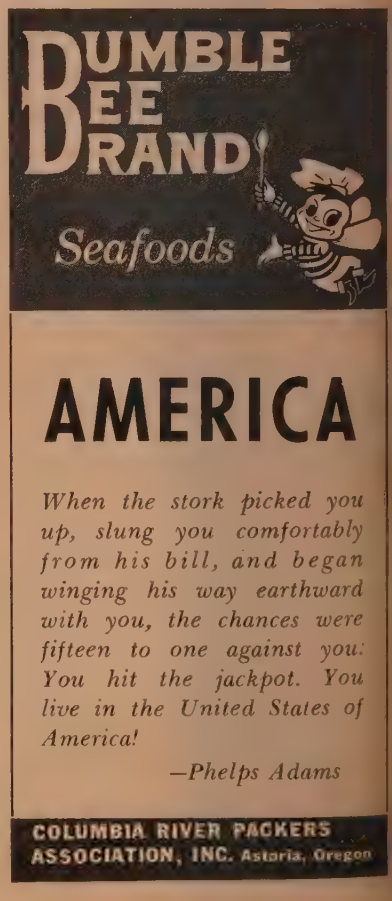
Additional items are being test marketed at this time, which will increase the *Carnation* Seafood line to one of the most complete lines available in the United States.

W. A. Pease, Wilbur-Ellis Executive, Passes Away

William A. Pease, 49, for many years associated with the management of the Seattle office of the Wilbur-Ellis Company, and from time to time on assignment to that company's offices in other centers, died in Seattle May 3 after a short illness.

"Bill" Pease was well and widely known through the fishing industry of the Pacific Northwest, Alaska and British Columbia, which he long has served as a marketing specialist, particularly in the field of fish oil and meals.

Surviving are his wife, son and daughter.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—Phelps Adams
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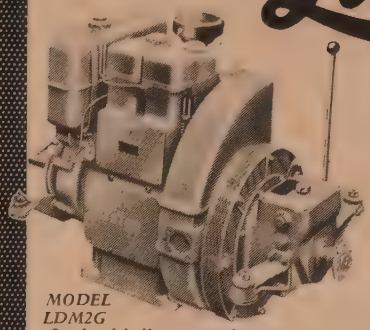

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*5 HP Gross Rating **10 HP Gross Rating

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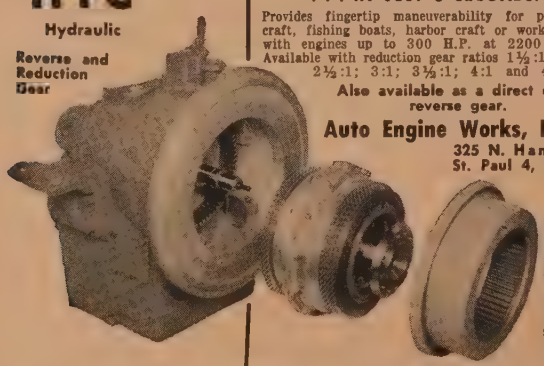

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Yale Fishway Opens River To Early Stuart Sockeyes

A new fishway at Yale on the Fraser River, close to Hell's Gate, was recently completed by the International Pacific Salmon Fisheries Commission, safeguard passage of the 1957 Early Stuart run of Sockeye around the Yale Rapids.

A delayed high water at Yale in 1955 obstructed the passage of the early runs of Sockeye so seriously that they were almost destroyed. The commission predicts that the Sockeye season in 1959 and 1963 will have be closed until July 15 in order overcome the disastrous effects of the 1955 block, at a cost to the industry of more than $400,000.

In 1953, the dominant year of the early runs, the catch was over 800,000 fish, worth $2,500,000 at current prices. A block in 1957, the returning year, would be far more damaging than the block in 1955.

Examination of past records has shown that water levels similar to 1955 could be expected to occur about once every 20 years and conclusive evidence was found of a similar block to the Early Stuart run in 1933. In order to prevent the recurrence of the blockade on the important dominant cycle run in 1957, the commission rushed construction of the fishway on one bank of the river.

Commission biologists believe that the delayed runoff occurring during the passage of the early runs may have been responsible for the low level of the early runs prior to the Hell's Gate block in 1913. If this is true, *the construction of the Yale and high-level Hell's Gate fishways may permit the early runs to reach a size never yet experienced.* The spawning grounds and lake rearing system available to these early Sockeye are vast in area and only unknown factors could prevent this run from reaching multimillion proportions in future cycle years.

The fishway at Yale is a reinforced concrete structure approximately 90′ long and 11′ wide, with five vertical slot baffles similar in design to the left bank high-level fishway at Hell's Gate. A rock cut approximately 90′ long was driven through a rock reef just downstream from the main point of blockade to improve conditions for passage along the bank. Total cost of the project was $48,000.

Shrimp Peeling Machine Ordered for Petersburg

The second shrimp peeling machine to be installed in the Pacific pink shrimp industry has been ordered for Petersburg, Alaska, by the Kayler-Dahl Fish Co., one of the principal producers of Pacific picked shrimp. This machine is a product of The Peelers Company, New Orleans.

It is identical with the machine which has been working successfully on shrimp for some months in the plant of the Kaakinen Fish Co. at Westport, Wash.

According to Dean Kayler, all of the problems applying mechanized peeling to the Pacific type of shrimp have not been solved, but progress is sufficiently encouraging to warrant the Alaska installation on a test basis.

Offices of the Kayler-Dahl Fish Co. in Seattle were moved this spring to the Washington Education building at Fifth and Marion, Seattle, following sale of the company's waterfront operations to Rupert Fish Co., American subsidiary of British Columbia Packers, Ltd.

Although the company will not engage in Puget Sound production, Mr. Kayler will continue to handle sales of the products of the Kayler-Dahl operations at Petersburg through a Seattle office.

Chris Dahl, partner in the company, specializes in production and the operation of the Alaska phases of the company's activities.

Norfish Gets C.R.P.A. Fresh and Frozen Line

Norfish Sales Co., Oakland, Calif., sea food brokers and distributors, have been appointed northern California sales representatives for the Columbia River Packers Association, Inc., Astoria, Ore., line of fresh and frozen fish, according to Neil Taylor, president of Norfish.

Wm. J. Hall, Veteran Fisheries Figure, Passes

William J. Hall, pioneer in fish refrigeration, former co-owner of the San Diego Fish Co., and until recently fish inspector for Van Camp Sea Food Co., Inc., is dead at the age of 81. Well known in the Pacific Northwest, Mr. Hall came to San Diego in 1916. The warehouse of his San Diego Fish Co. was birthplace of the famous Fish Mongers club and Mr. Hall was an original member and cook for the group of 13.

600-Hp. Tandem Diesel For Tuna Seiner

Andrew Xitco and A. K. Anderson, both of San Pedro and owners of the 90′ purse seiner *North Queen*, have bought a tandem 6-110 G. M. (12 cyls., 600 hp.) for their vessel. The new power plant will turn a 65x 53″ screw at 5:1 reduction. Crofton Diesel Engine Co. supplied the engine and supervised installation.

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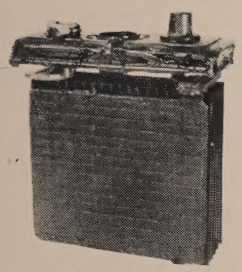
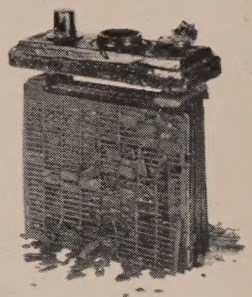
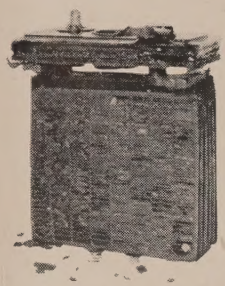


Exide Battery with Silvium



Battery A



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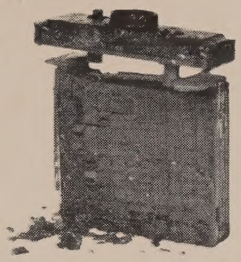
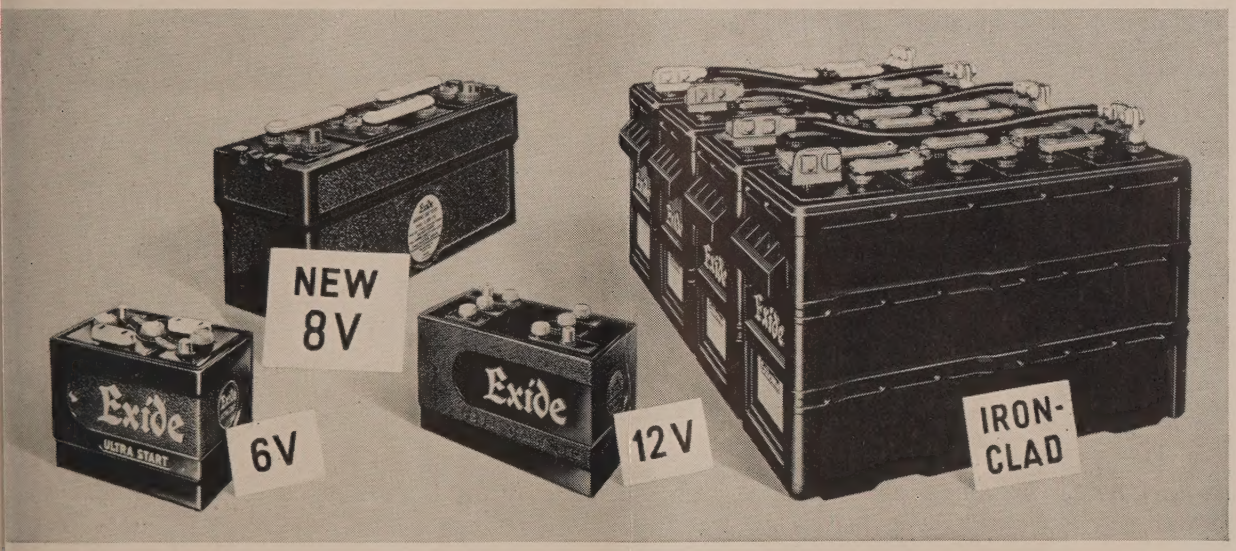


Battery C



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EXIDE Industrial Division, The Electric Storage Battery Company, Phila. 2, Pa.

In carrier landings, planes coming in at more than 100 knots are stopped in a split second. This amazing performance is made possible by having each plane hook onto one of several wire ropes stretched across the flight deck. Both plane and rope receive an almost unbelievable shock at the moment of contact. Needless to say, only top-quality wire ropes can be used for this application because . . .

you can't bargain with safety

While your use of wire rope differs from this carrier application, *safety should be just as important to you.* For, although a "bargain" rope may save you money, it can cost you your peace of mind. So don't bargain with safety. Buy a rope that's a *quality* rope—buy Wickwire Rope.

5049

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